

NEW SOUTH WALES.

14087

VOTES

AND

PROCEEDINGS

OF

THE LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1872-3,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN THREE VOLUMES.

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1873.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1872-3.

(IN THREE VOLUMES.)

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(Arranged as the Papers should be bound.)

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

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AND
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1872.

NEW SOUTH WALES.

NEW POSTAL SERVICE *via* SUEZ.
(CIRCULAR DESPATCH RESPECTING.)

Presented to both Houses of Parliament, by Command.

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICER ADMINISTERING THE GOVERNMENT
OF NEW SOUTH WALES.

(Circular.)

Downing-street,
4 September, 1872.

SIR,

I transmit to you a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a New Postal Service with the Australasian Colonies on the termination of the present contract with the Peninsular and Oriental Steam Navigation Company at the end of the year 1873. ^{14th August, 1872, 8246.}

I request that you will inform me of the views of your Government on their Lordship's proposals.

I have, &c.,
KIMBERLEY.

Charles W. Stronge, Esq., to R. G. W. Herbert, Esq., Colonial Office.

Treasury Chambers,
14 August, 1872.

Sir,

I am commanded by the Lords Commissioners of Her Majesty's Treasury to request that you will state to the Earl of Kimberley, with reference to the correspondence that has recently taken place relative to the Packet Service between this country and the Australian Colonies and New Zealand, that my Lords have given this subject their attentive consideration.

My Lords would observe that the several Colonies (with the exception of West Australia) having requested that an end should be put to the contract under which the Peninsular and Oriental Steam Navigation Company now convey the Australian Mails between Point de Galle and Sydney, the necessary notice has been given to the Company, and the contract will expire at the end of next year (1873).

It therefore becomes necessary to determine in what manner and by what route the postal communication should be maintained when the contract in question comes to an end.

The several routes which have been suggested are—

- 1st.—The present route *via* Suez and Point de Galle;
- 2nd.—As an alternative route, the route *via* San Francisco; and
- 3rd.—(Incidentally) the route *via* the Cape of Good Hope.

The advantages, however, attendant upon the present route appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed.

The advantages are, first, that it is the shortest, and secondly, that, by making use of the vessels under contract with Her Majesty's Government for the India and China Service as far as Point de Galle, the carriage of the Australian Mails is provided for a considerable portion of the distance over which they have to be conveyed.

As several of the Australian Colonies have, on repeated occasions, complained of the manner in which the service between Point de Galle and Australia has been performed, and so much difficulty has hitherto been experienced by the Home Government in providing a service satisfactory to the Colonies, my Lords have come to the conclusion that it is not advisable that the Imperial Government should any longer be parties to any contract for the service between Point de Galle and Australia, but that it would be better that the Colonies should, at the expiration of the present contract, themselves, in combination, provide such service, leaving it to the Imperial Government to provide for the conveyance of the mails between England and Point de Galle.

A considerable sum has hitherto been contributed by the Australian Colonies and New Zealand towards the expense of the conveyance of their mails between this country and Point de Galle; my Lords propose, at the termination of the present Point de Galle and Australian contract, to relieve the Colonies from any payment on this account, and to undertake, on the part of the Imperial Government, so long as the present contract for the India and China Mail Service is in existence, that is, until the 31st January, 1880, to convey the Colonial mails between England and Point de Galle and *vice versa*, free of all charge to

the Colonies, on the Colonies, in combination, providing an efficient line of packets, fitted at Point de Galle to the Suez and China Packets, to run once every four weeks (or once every fortnight, whichever the Colonies may deem most essential to their own interests) between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa*, and my Lords will be prepared to contribute a sum not exceeding one-half of the expense of a four-weekly service between Point de Galle and the Australian Colonies and New Zealand (in the event of the latter Colony becoming a party to the arrangement), subject, however, to the *distinct limitation* that the contribution to be made on the part of the Imperial Government in any one year shall in no case exceed £40,000, and on the understanding that the Packets shall call at King George's Sound to land and embark the West Australian Mails; that Colony being, however, called upon to pay her share, in proportion to her correspondence, towards the expense of the Packet Service between Point de Galle and Australia, and, in the event of the Colonies arranging conjointly or by a substantial majority for a fortnightly service, my Lords will be prepared to entertain the question of a further contribution.

But this undertaking is given upon the express condition that any second service towards which the Imperial Government may render assistance is alternative with the other, *i.e.*, that there shall be sufficient interval between the arrival and departure of the steamers for the purposes of correspondence.

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land.

As it appears from the letter from the Colonial Office, dated the 24th ultimo, and its enclosures, that it is the wish of the Government of Queensland that the correspondence of that Colony shall be conveyed once every four weeks *via* Torres Straits, my Lords have no objection, on the part of the Imperial Government, to conveying such correspondence between England and Singapore free of all charge, but they are not prepared to make any contribution towards a service between Singapore and Brisbane, which must be left to the Colony to provide.

My Lords have only to state in conclusion that the arrangement at present in force as regards the division of the postage on the mail matter conveyed between this country and the Australian Colonies should not be disturbed.

I am, &c.,

CHARLES W. STRONGE,
pro Sec.

1872.

NEW SOUTH WALES.

NEW POSTAL SERVICE *viâ* SUEZ.

(RESPECTING ACTION OF GOVERNMENT OF VICTORIA RELATIVE TO.)

Presented to both Houses of Parliament, by Command.

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

Adelaide, 24 September, 1872.

WE received the following telegram from our Agent General last mail, viz. :—" Government propose new Mail contract—convey Australian Mails to Galle free—service Galle Australia to be undertaken by Australian Colonies—Government will contribute not exceeding forty thousand annually for four-weekly service, with further contribution if fortnightly service is arranged—advantage, Suez route considered conclusive."

THE CHIEF SECRETARY, VICTORIA, TO THE COLONIAL SECRETARY, NEW SOUTH WALES.

(No. 4,105.)

Victoria,

Chief Secretary's Office,

Melbourne, 26 October, 1872.

SIR,

With reference to a proposal for a new Postal Service with the Australian Colonies, on the termination of the existing contract with the Peninsular and Oriental Steam Navigation Company, contained in Treasury letter of 14th August, 1872, covered by despatch from the Secretary of State for the Colonies, under date 4th September, 1872, I take the earliest opportunity of informing you that this Government—availing itself of the telegraphic line now in communication with England—has already intimated its willingness to accept the proposal of the Imperial Government, and its desire to co-operate with the other Governments of the several Australian Colonies and New Zealand in making the necessary arrangements.

Immediate action is necessary in order that sufficient time may be given to Colonial and other Steamship Companies that may be desirous of entering into competition for the performance of the service. It is therefore indispensable that immediate steps should be taken for agreeing upon, and making known as extensively as possible, the conditions of contract; and with this object in view, the Government of Victoria is prepared to submit to you, on your expressing a desire for co-operation, the terms on which it is proposed to call for tenders for the required service (monthly and fortnightly) as early as possible; and to forward instructions on the subject, if practicable, to the Agent General for Victoria by the next mail, which leaves Melbourne on the 8th of next month.

The opinion of the Lords Commissioners of Her Majesty's Treasury in favour of at least a four-weekly service by the Suez route is so forcibly expressed, and it is so plainly stated that the aid of the Imperial Government will only be extended in support of a mail service to the Australian Colonies on condition that the mails are conveyed at least once a month to Point de Galle in connection with the Suez and China packets, that this Government does not anticipate unwillingness on the part of the other Colonies in adopting the proposed arrangement, and feels confident that the strong desire to act in cordial co-operation with the other Colonies, which is felt by the Government of Victoria, will be duly reciprocated.

That you may be fully informed of the views of this Government on the whole question of postal communication with Europe, I enclose copy of the *Argus* of the 23rd instant, showing the statements made in the Legislative Assembly on the 22nd, by the Minister of the Post and Telegraph Department.

I have the honor to request your attentive consideration of this subject, and the favour of your views thereon, at your earliest possible convenience.

A copy of this letter has been forwarded to the Governments of Queensland, South Australia, New Zealand, Tasmania, and Western Australia.

I have, &c.,

J. G. FRANCIS.

APPENDIX.

[Extract from the Argus, October 23, referred to.]

THE NEW POSTAL SERVICE.

Mr. Langton presented a message from His Excellency the Governor, transmitting copy of a despatch from the Secretary of State, forwarding a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service on the termination of the present contract with the P. and O. Steam Navigation Company at the end of the year 1873.

The documents were read by the Clerk at the Table, and are as follow:—

“(Circular.)

“4th September, 1872.

“Sir, “I transmit to you a copy of a letter from the Lords Commissioners of the Treasury, containing proposals for a new postal service with the Australasian Colonies, on the termination of the present contract with the Peninsular and Oriental Steam Navigation Company at the end of the year 1873.

“I request that you will inform me of the views of your Government on their Lordship’s proposals.

“I have, &c.,

“KIMBERLEY.”

“Treasury Chambers, 14 August, 1872.

“Sir,

“I am commanded by the Lords Commissioners of Her Majesty’s Treasury to request that you will state to the Earl of Kimberley, with reference to the correspondence that has recently taken place relative to the packet service between this Country and the Australian Colonies and New Zealand, that my Lords have given this subject their attentive consideration.

“My Lords would observe that the several Colonies (with the exception of West Australia) having requested that an end should be put to the contract under which the Peninsular and Oriental Steam Navigation Company now convey the Australian mails between Point de Galle and Sydney; the necessary notice has been given to the Company, and the contract will expire at the end of next year (1873).

“It therefore becomes necessary to determine in what manner, and by what route, the postal communication should be maintained when the contract in question comes to an end.

“The several routes which have been suggested are—

“1st. The present route *via* Suez and Point de Galle.

“2nd. As an alternative route, the route *via* San Francisco; and

“3rd. Incidentally, the route *via* the Cape of Good Hope.

“The advantages, however, attendant upon the present route appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed.

“The advantages are—first, that it is the shortest; and secondly, that by making use of the vessels under contract with Her Majesty’s Government for the India and China service as far as Point de Galle, the carriage of the Australian mails is provided for a considerable portion of the distance over which they have to be conveyed.

“As several of the Australian Colonies have on repeated occasions complained of the manner in which the service between Point de Galle and Australia has been performed, and so much difficulty has hitherto been experienced by the Home Government in providing a service satisfactory to the Colonies, my Lords have come to the conclusion that it is not advisable that the Imperial Government should any longer be parties to any contract for the service between Point de Galle and Australia, but that it would be better that the Colonies should, at the expiration of the present contract, themselves, in combination, provide such service, leaving it to the Imperial Government to provide for the conveyance of the mails between England and Point de Galle.

“A considerable sum has hitherto been contributed by the Australian Colonies and New Zealand towards the expense of the conveyance of their mails between this Country and Point de Galle; my Lords propose at the termination of the present Point de Galle and Australian contract to relieve the Colonies from any payment on this account, and to undertake, on the part of the Imperial Government, so long as the present contract for the India and China mail service is in existence—that is, until the 31st January, 1880—to convey the Colonial mails between England and Point de Galle, and *vice versa*, free of all charge to the Colonies, on the Colonies in combination providing an efficient line of packets, fitted at Point de Galle to the Suez and China packets, to run once every four weeks (or once every fortnight, whichever the Colonies may deem most essential to their own interests) between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa*; and my Lords will be prepared to contribute a sum not exceeding one-half of the expense of a four-weekly service between Point de Galle and the Australian Colonies and New Zealand (in the event of the latter Colony becoming a party to the arrangement), subject, however, to the *distinct limitation* that the contribution to be made on the part of the Imperial Government in any one year shall in no case exceed £40,000, and on the understanding that the packets shall call at King George’s Sound to land and embark the West Australian mails, that Colony being, however, called upon to pay her share, in proportion to her correspondence, towards the expense of the packet service between Point de Galle and Australia; and in the event of the Colonies arranging conjointly or by a substantial majority for a fortnightly service, my Lords will be prepared to entertain the question of a further contribution.

“But this undertaking is given upon the express condition that any second service towards which the Imperial Government may render assistance is alternative with the other, *i.e.*, that there shall be sufficient interval between the arrival and departure of the steamers for the purposes of correspondence.

“As it appears from the letter from the Colonial Office, dated the 24th ultimo, and its enclosures, that it is the wish of the Government of Queensland that the correspondence of that Colony shall be conveyed once every four weeks *via* Torres Straits, my Lords have no objection on the part of the Imperial Government to conveying such correspondence between England and Singapore free of all charge, but they are not prepared to make any contribution towards a service between Singapore and Brisbane, which must be left to the Colony to provide.

“My Lords have only to state, in conclusion, that the arrangement at present in force as regards the division of the postage on the mail matter conveyed between this Country and the Australian Colonies should not be disturbed.

“R. G. W. Herbert, Esq., Colonial Office.”

“I am, &c.,

“CHARLES W. STRONGE,

“*Pro* Secretary.”

Mr. Langton thought it would perhaps be convenient if he took this opportunity of fulfilling a promise which he made some time ago, that before the Session was over, the Government would intimate the course they intended to take in regard to the Postal Service. The House would gather from the communication which had just been read, that the Home Government had offered—and he thought every one must admit that it was a very liberal offer—to carry the Australian mails free of charge as far as Galle. That service had been costing the Colonies £28,000 per annum, and of that charge the Colonies would be at once relieved. The Home Government offered further, if the Colonies would undertake to enter into a contract for carrying the mails between Galle and the Australian continent, to contribute a sum not exceeding £40,000 towards a four-weekly service, and also if the Colonies combined in the way suggested, to contribute a still larger sum towards a fortnightly service. After giving careful consideration to the subject, the Government of this Colony had come to the conclusion that the Colonies would be able to obtain a fortnightly service in this direction for rather a smaller sum of money than they were at present paying for the four-weekly service. It would be quite out of place, even if it were not impossible, for him to attempt to submit to the House any estimate of the exact cost the Government thought would be incurred in carrying out this arrangement. Not only would it be impossible, it would be imprudent, simply because it would prejudice the arrangements to be entered into with the neighbouring Colonies, and those with whom this Government had to contract for the carrying out of the service. He should therefore content himself with stating the opinion that for a smaller sum than the Colonies were at present paying for a four-weekly service, a fortnightly service could be secured. The Government contemplated at once intimating their willingness to accept the offer. They anticipated the ready acquiescence of the other Colonies, and were also willing that Victoria should take the responsibility of entering into the contract, and of conducting the business and distributing the mails at this end, for of course Melbourne would be the terminus of the route. It would therefore be apparent to the House that inasmuch as our existing contract terminated in December, 1873, there was no time to be lost if we desired to give both local tenderers and tenderers in other parts of the world ample opportunity to send in their tenders and make their arrangements for carrying

carrying out the service when their contracts were accepted. Under these circumstances, the Government desired to inform the House that they proposed to acquaint the Imperial Government and the neighbouring Colonies, without delay, that as far as this Colony was concerned, the Victorian Government were willing to accept the offer made by the Imperial authorities, and that they hoped to receive the assistance of all the neighbouring Colonies in giving effect to it; but should any of the neighbouring Colonies hold back, thinking the offer might not be as favourable to them as to this Colony, the Government would still advise the Victorian Parliament to take upon itself the responsibility of entering into the arrangement, the Government believing it to be the best that could be made under the circumstances. Of course the House would naturally expect to hear the views of the Government with respect to the San Francisco route. It had been announced that a Conference was to be held in Sydney in the course of the next few weeks to consider the proposal of New South Wales to enter into a contract for carrying mails *via* San Francisco. In regard to that proposal, though, as a matter of course, it would not be nearly so convenient for this Colony as the route the Imperial Government offered to subsidise, yet at the same time, looking at the desirability of maintaining regular and frequent communication with the islands of the Pacific and the coast of America, this Government would be willing to contribute a reasonable proportion to the subsidy which might be required for such a service, and that reasonable proportion would of course have some reasonable relation to the proportion of the cost of a fortnightly service *via* Suez which the Government of New South Wales would be willing to bear. With regard to the Cape route, there had been numerous communications made to the Government of this Colony on this subject, but this difficulty stood in the way: it had been represented to the Government—and the representations had been borne out by facts, which must have come under the notice of every one—that there were several competing Companies already on that route, and that probably, without payment of any subsidy, first-class steamers would in a few months be regularly running by way of the Cape, and that the advantages afforded by these steamers would be enjoyed by these Colonies just as much as if they had undertaken to subsidise them. In this state of things the Government did not feel justified in contemplating committing this Colony to any liability on account of that route at the present time. He might be permitted to add that the Government had under consideration a proposal to be submitted to the Governments of the neighbouring Colonies, and that of South Australia in particular, whose enterprise in completing telegraphic communication with Europe he thought deserved all praise. (Hear, hear.) The Government contemplated making overtures to the neighbouring Colonies with the view of subsidising the telegraph line, so that messages might be delivered in Melbourne at a very much lower scale of charges than that in use at the present time. In conjunction with the neighbouring Colonies, this Government hoped to be able to accomplish that. He had hoped, before sitting down, to have been in a position to inform the House of the exact hour and minute at which one or two telegrams received here from London had been despatched, and perhaps in a short time he should be able to do so.

Mr. Macbain.—Is it the intention of the Government to enter into arrangements for a fortnightly mail from Galle?

Mr. Langton.—It is.

Mr. Macbain.—And is it not intended to do anything towards subsidising the Cape route?

Mr. Langton.—Not at present.

Mr. Macbain thought it was only right that the House should know the arrangements to be made for mail communication between this Country and Europe. It must not be forgotten that successive Governments had pledged themselves to the establishment of a service *via* the Cape. The necessity for this route existed now as much as ever, and a subsidy would be required to accelerate the speed of those vessels which the Treasurer said would shortly be placed on that route by competing Companies.

The Speaker reminded the Hon. Member that he was not in order.

Mr. Macbain asked the indulgence of the House for a few minutes. It would be a great advantage to have a steam service *via* the Cape, establishing communication within two or three days of the overland route time. If this Colony could, by giving a subsidy to the Cape route, induce a great number of people to come out here as immigrants who would not otherwise be inclined to come at all, because of the length of the passage, that was an excellent reason why such a course should be adopted. He trusted the Government would not lose sight of the importance of the Cape route.

Mr. Grant asked if the Government intended to call for alternative tenders for a fortnightly or monthly service, and also for a service *via* the Cape. He remarked that it might be found that the extra amount paid for fortnightly communication would go a great way towards paying a subsidy for the Cape route, and suggested that if care was taken in arranging the services in connection with the Cape, Suez, and San Francisco, a weekly service might practically be obtained.

Mr. Langton said he did not intend to indicate that the Government were going to call for tenders on their own responsibility. The terms of the despatch simply pointed to combined action on the part of the Colonies. Evidently the Imperial Government made the offer with that view, and as the Victorian Government did not wish to do anything apart from that, they would communicate their view to the neighbouring Colonies, and see if the Governments of those Colonies could be induced to enter into some common arrangement. As to the terms in which the tenders would be called for, individually he thought it would be desirable to have as many alternative routes or alternative tenders, if that were the right expression, as possible, so as to afford the widest possible range of choice. He was anxious to have large steamers running regularly by way of the Cape; but with regard to postal communication, he was afraid there was no hope of being able to compete with the Postal Service *via* Galle. Seeing that we were to have all letters supplied weekly or fortnightly to Galle, gratis, leaving us only about 4,000 miles to cover, it would not be economical to go to the expense of a service over 16,000 miles, when all that was necessary was a service covering 4,000 miles.

Mr. G. V. Smith asked if the House would have an opportunity of expressing an opinion on the subject before the Government was committed to a fortnightly mail *via* Suez. Did the Treasurer intend to imply that the Imperial Government would be bound by the Suez route?

Mr. Langton.—The Government is not in a position to submit any resolution, because to do so under present circumstances would be to show our hand. We cannot do that. We can name neither date, nor time, nor amount, and therefore we cannot submit a resolution; but if there is any feature in the scheme sketched out in the statement I have made to the House which Hon. Members would like to discuss, ample opportunity will be afforded, either on the motion for going into Committee of Supply, or at any other time, to have the whole question discussed, and, if the House thinks fit, to come to some specific resolution on some specific point of the scheme.

Mr. Harker said it struck him that the present was a very inopportune time for discussion, because the facts of the case were only known to the Government. So far as he could gather, the arrangement proposed by the Government was a very desirable one indeed; but if it was to extend over a long period of time, it should not be entered into until Hon. Members had had an opportunity of expressing an opinion about it. We knew that Postal Services were much more expensive now than formerly. One element of the increased expense was the price of coal. He thought that it would have been better if the Treasurer had laid the despatch on the Table, and caused it to be distributed, and afterwards made remarks upon it.

Mr. Richardson thought they had to thank the Treasurer; for the remarks he had made. The first step, he considered, was to communicate with the neighbouring Colonies, and when that had been done no doubt the House would be consulted.

Mr. Francis said he had nothing to add to the explanation of the Treasurer; but so that there should be no misunderstanding, he might state that while the Government intended to convey to the House its determination to recognize to the full what they regarded as the liberal proposition of the British Government, they did not desire or intend to take any step until they had invited and obtained the replies of the neighbouring Colonies to the proposal to adopt a scheme in which their assistance and co-operation could be expected. At the same time prompt action was expedient, because the present postal contract expired at the end of 1873—some fifteen months hence. Under these circumstances, the longer the time afforded to firms, both in the Colonies and abroad, to make preparations for carrying out the service, the better prospect was there of obtaining an acceptable offer. The first duty of the Government was to inform Parliament, not only of the communication, but its intention to reciprocate, in the same spirit, the generous recognition on the part of the Imperial Government of the relations between the Colonies and the Mother Country, and to show the determination of Victoria not to treat with indifference or negligence an offer in which our interests were so manifestly consulted. The Government did not intend to preclude itself from the consideration of the advantages which might be afforded by communication *via* the Cape; but the question had been asked on various hands whether subsidising one particular line of steamers in the maintenance of a service for commercial purposes,—since clearly it would be of no particular value for postal purposes,—would not prevent wealthy and capable firms from employing or building suitable vessels of large power and tonnage and entering into the trade, because if one firm received a subsidy other firms would be placed at a disadvantage.

TELEGRAM FROM THE GOVERNOR OF NEW SOUTH WALES TO THE SECRETARY OF STATE FOR THE COLONIES.

Sydney, 31 October, 1872.

A LETTER was received yesterday by this Government from the Government of Victoria, stating that a telegram had been sent to England intimating the willingness of Victoria to accept the proposal made in the letter of the Lords Commissioners of the Treasury, dated 14th August, for a new contract for the Mail Service between Galle and Australia in connection with the India and China lines. The letter of the Lords Commissioners invites the whole of these Colonies in combination to provide the Australian service on certain conditions, and the object of the service is to meet the interest of all alike. The Ministers of this Colony therefore do not consider that the Victorian Government were in a position to undertake the service behind the backs of the other Australian Governments invited to join in it, and when sufficient time had not elapsed for the despatch of the Secretary of State even to have reached Queensland and New Zealand. The Lords Commissioners clearly intend that the Colonies should act "conjointly or by a substantial majority"; and my Advisers, while protesting against the precipitate action of Victoria in order to gain an undue advantage, respectfully urge, and I concur in urging, that the necessary time be allowed for the Colonies to act in conference and combination.

THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE CHIEF SECRETARY, VICTORIA.

Colonial Secretary's Office,
Sydney, 31 October, 1872.

SIR,

I am directed by His Excellency Sir Hercules Robinson to acknowledge the receipt of your letter of the 26th instant, inviting attention to Lord Kimberley's circular despatch of the 4th September, covering a letter from the Lords Commissioners of Her Majesty's Treasury, dated the 14th August, by which it is proposed that the Australasian Colonies in combination should provide the Mail Service "between Point de Galle and whatever port or ports in Australia *the Colonies may themselves consider most expedient*." In further reference to this subject, you inform me that the Government of Victoria, availing itself of the Electric Telegraph now in communication with England, "had already intimated its willingness to accept the proposal of the Imperial Government."

2. The character of the extraordinary step taken by your Government in this matter is further explained by your intimating to New South Wales that "you are prepared to submit to us, on our expressing a desire for co-operation, the terms on which it is proposed to call for tenders for the required service."

3. In reply, I have to express the surprise of this Government at the nature of the communication I have had the honor to receive. The proposal of the Imperial Government is made, not to the Colony of Victoria but to the Australian Colonies in common,—not in the interest of Victoria but in the interest of the whole Empire. It is sufficiently apparent that the Imperial Government, in undertaking to carry the Australian mails between England and Point de Galle free of all expense, and in offering to contribute a part of the Australian subsidy for a four-weekly or fortnightly service, is desirous of meeting the wants and serving the interests of all the Australasian Colonies equally; and it is equally clear that, unless this general object were accomplished, the Mail Service would not be of equal advantage to Great Britain. This object is placed beyond doubt by the expressed wish of the Lords of the Treasury that the Colonies should enter into the new arrangement in combination or by a substantial majority.

4. This Government therefore cannot but believe that your precipitate course of action has been adopted without due consideration, and it feels confident that, in order to afford time and opportunity for the Colonies to act conjointly—the course to which they are invited by the Imperial Government—you will readily retire from the position you have mistakenly assumed.

I have, &c.,

HENRY PARKES.

P.S.—The views of this Government have been communicated by telegram to the Secretary of State.—H.P.

TELEGRAM FROM THE COLONIAL SECRETARY, NEW SOUTH WALES, TO THE CHIEF SECRETARY, SOUTH AUSTRALIA.

Sydney, 31 October, 1872.

I CONSIDER it my duty to inform you that the following letter on the Suez Mail Service has been this day addressed to the Government of Victoria. (*See preceding letter.*)

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE COLONIAL SECRETARY, QUEENSLAND.
 Colonial Secretary's Office,
 Sydney, 31 October, 1872.

SIR,

In reference to the circular despatch from the Secretary of State, September 4th, covering the proposal of the Imperial Government for a new contract for the conveyance of the mails between Point de Galle and Australia, and to the precipitate and extraordinary course pursued by the Government of Victoria on receipt of this despatch, to the prejudice, as it is conceived, of the other Colonies,—I have the honor to transmit for your information copy of a letter which has been addressed by this Government to Mr. Francis on the subject.

I have, &c.,
 HENRY PARKES.

[N.B.—A similar communication was also addressed at the same time to the Colonial Secretaries of New Zealand and Tasmania respectively.]

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Adelaide, 31 October, 1872.

YOUR telegram received. This Government concurs in the view taken by you,—that the offer was made by the Imperial Government to the Colonies in combination, and not to any one in particular.

TELEGRAM FROM THE CHIEF SECRETARY, SOUTH AUSTRALIA, to THE COLONIAL SECRETARY, NEW SOUTH WALES.

Adelaide, 4 November, 1872.

I HAVE this day transmitted the following telegram to the Chief Secretary of Victoria:—Your letter, 29th ultimo, received, and reply to following effect has been despatched, namely,—Secretary of State informed that we are prepared to join other Colonies, or such as desire to combine, in making provision for Postal Service between Galle and Australia, on indispensable stipulation, however, that Glenelg or some other port in South Australia should be made a port of call for receipt and delivery of South Australian mails, and will give immediate consideration to times of call for tenders. With regard to your Government's views on the general question, as set forth in copy of the *Argus* enclosed in your letter, and to which you refer me, I must take exception to position assumed by the Minister representing Postal Department, namely, that Victoria should take the responsibility of entering into the contract, conducting the business, and distributing the mails at this end, for of course Melbourne would be the terminus of the route; and would call your attention to the fact that the offer of the Imperial Government is not made to any Colony in particular, but to the Colonies combined, or a substantial majority thereof. I further point out that unless the several Governments confer together on this subject harmonious action can scarcely be expected, and this Government therefore strongly urges upon that of Victoria the desirability of Victoria being represented at the proposed Conference at Sydney early next month, when Postal and the kindred matter of Telegraph communication, together with other important affairs of common interest, can be discussed. I have communicated with Chief Secretary of New South Wales to same effect.

TELEGRAM FROM HIS EXCELLENCY SIR JAMES FERGUSSON, SOUTH AUSTRALIA, to HIS EXCELLENCY SIR HERCULES ROBINSON, NEW SOUTH WALES.

4 November, 1872.

SECRETARY of State hopes that the Colonies will confer immediately upon the Suez Mail Service. I am directed to forward this.

Sydney: Thomas Richards, Government Printer.—1872.

[6d.]

1872-3.

NEW SOUTH WALES.

MAIL SERVICE TO EUROPE BY WAY OF SAN FRANCISCO.

(DESPATCHES.)

Presented to Parliament, by Command.

GOVERNOR SIR HERCULES ROBINSON to THE SECRETARY OF STATE FOR THE COLONIES.

(No. 36.)

Government House,
Sydney, 10 August, 1872.

MY LORD,

I have the honor to forward a minute of the Cabinet, explaining the course about to be taken by this Government to establish a Mail Service across the Pacific, and through America to Europe, and the assistance towards this object which is desired from the Imperial Government.

2. This paper has only just reached me, with a request that it may be transmitted to your Lordship by the English mail, which is on the point of closing.

I have, &c.,

HERCULES ROBINSON.

[Enclosure.]

MINUTE OF CABINET.

On behalf of myself and colleagues, I desire to submit to your Excellency the following explanation of the course about to be taken by this Government to establish an efficient Mail Service across the Pacific, and through America to Europe, with the hope that you will communicate this minute by the out-going mail to the Right Honorable the Secretary of State.

As is known to your Excellency, New South Wales has always taken the leading part among the Australian Colonies, in the efforts which have been made to open the Pacific route. Many years ago the Parliament adopted Resolutions in favour of it. In 1865 the Colony engaged itself to a subsidy of £55,000 a year in support of a line of steamers between Sydney and Panama, which was paid for more than two years until the Company failed; and, in 1870 and 1871, it again agreed to subsidize the line of steamers then running between Sydney and San Francisco. The Services which have hitherto come into existence have from various causes ultimately broken down, but the practicability and the advantages of the route have at the same time been fully established.

On the 26th July the Legislative Assembly adopted the following Resolution on the subject:—

Resolved,—

(1.) That it is desirable that the Government should arrange for the establishment of a monthly line of mail steamers between Sydney and San Francisco, securing the delivery of mails at those ports within thirty days, and between Sydney and Liverpool within forty-eight days—such arrangement not to be carried into effect until ratified by Parliament.

(2.) That the foregoing Resolution be transmitted by Address to His Excellency the Governor.

The Government understand that, under the authority of this Resolution, they are required to make all preliminary arrangements to enable a contract to be entered into on such conditions as shall ensure success, embracing the construction, speed, and capacity of ships for the Pacific connection with the mails through United States territory, and across the Atlantic, and the consent of other Governments to contribute to the required subsidy.

It is believed by Ministers that the Imperial Government will readily undertake to effect arrangements, in the interest of this and other Australian Colonies, with the Government of the United States, for the regular transmission of the Australian mails, under the provisions of any Conventions existing between the two Governments. It is also respectfully urged that, in our efforts to carry out a Service of so much importance to the Empire, this and the other contracting Colonies will have a fair claim to assistance from the Imperial Government.

We have reason to believe that contributions to the general subsidy could be obtained from the Government of the Hawaiian Islands, from the State Government of California, and from the United States Government. In the case of the line of steamers lately running, a subsidy was in fact received from the Hawaiian Government, but in that case the subsidies were negotiated by the contractors for the Service without the intervention of any Colonial Government. It is assumed that the Government of this Colony, possessing no treaty-making powers, cannot open negotiations with independent Governments unless the sanction of the Imperial Authorities can be obtained for the purpose limited by the above remarks; but it does not appear to us that, in regard to this difficulty, there can exist any valid reason against our being authorized to act in the matter.

There is at present a line of American steamers running between New Zealand and California, known as Webb's Line, under a contract with New Zealand alone; but it is generally supposed that that line will not be long continued, and it is thought that very probably New Zealand will ultimately join in the Service now projected, uniting with it by a branch line at Fiji.

Colonial Secretary's Office,
Sydney, 10 August, 1872.

HENRY PARKES.

THE SECRETARY OF STATE FOR THE COLONIES TO GOVERNOR SIR HERCULES ROBINSON.

(No. 88.)

Downing-street,
29 November, 1872.

SIR,

I have to acknowledge your despatch (No. 36) of 10th August, upon the subject of the proposed establishment, by the Government of New South Wales, of a Mail Service to Europe by way of San Francisco.

As regards the question of an Imperial subsidy to the proposed line, I have to observe that the offer made to the Australian Colonies, in my circular despatch of 4th September, was intended to relieve the Imperial Government from considering separately whether each of the various schemes from time to time proposed by each Colonial Government should receive pecuniary aid from the Treasury; and, subject to the decision that one Monthly Service *via* Galle shall be maintained, to leave it to the Colonies to suggest (after consultation among themselves upon their Lordships' proposals) whether any and what second and alternative Service should be subsidized.

Her Majesty's Government are not therefore at present in a position to entertain an application from any one Colony for a contribution to a new Mail Service.

With respect to the question raised in your Ministers' minute as to their receiving authority to make arrangements with the United States Government in connection with this Service, I have to inform you that Her Majesty's Government will be willing to give their assistance in effecting arrangements for the regular transmission of mails to and from Australasia, through the United States, and that no objection will be raised to the Colonies entering into direct Postal Conventions with the United States, provided that such Conventions are submitted to Her Majesty's Government for final sanction.

I have, &c.,
KIMBERLEY.

1872-3.

NEW SOUTH WALES.

POSTAL SERVICE *viâ* NEW ZEALAND AND SAN FRANCISCO.

(CORRESPONDENCE RELATIVE TO SUGGESTED.)

Presented to Parliament, by Command.

SCHEDULE.

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No. 1.

THE HONORABLE JULIUS VOGEL AND THE HONORABLE WILLIAM REYNOLDS TO THE COLONIAL SECRETARY
OF NEW SOUTH WALES.

Sydney, New South Wales,
30 January, 1873.

SIR,

In order that you may be at liberty to use the information outside the Conference, we now beg to make proposals respecting the Californian Service, in the form which we have already described to you.

Subject to its being found practicable to arrange with the Contractors—as to which we have no doubt—we are willing that the Steamers employed in the Californian Service shall run in the manner provided for by the provisional Contract, which was last year entered into between Mr. Duffy, Mr. Vogel, and Mr. Webb, except that “New South Wales” and “Sydney” shall, in any agreement that may be completed, be substituted for “Victoria” and “Melbourne,” respectively.

We believe that such a Service could be obtained for a payment of from Forty-five thousand pounds to Fifty thousand pounds. In such case, provided that Twenty thousand pounds of the cost was met by an Imperial Subsidy to that amount, New Zealand would be willing to pay the balance.

£45,000.
£50,000.
£20,000.

The only payment we would propose to exact from New South Wales would be the Postages received by the Colony for Mail matter carried for it by the Service, it being understood that if the amount of such Postages should exceed Five thousand pounds, the excess should be retained by the Colony. We should also propose that the other Colonies should pay to New Zealand the total amount of the Postages received for Mail matter carried for them respectively by the Service.

£5,000.

We should make it a condition that the Postal Rates should remain as at present, namely,—Sixpence per half-ounce on letters, and One penny each for newspapers.

6d.
1d.

We thus, in effect, offer to New South Wales a Mail Service without requiring any payment whatever. The boat from Sydney would always proceed to San Francisco, calling at Auckland; whilst the boat from San Francisco (after transhipping at Auckland, into a boat waiting there, the mails for Sydney) would proceed along the New Zealand Coast as far as Port Chalmers. The boat into which the mails for Sydney had been transhipped would be the next to proceed to San Francisco. In fact, a division of the terminus of the Service between Sydney and Port Chalmers would be effected; the boat from Sydney always performing the up-Service, and all the main-boats visiting Sydney in their turn.

In arranging the new Contract, we should be willing to give to New South Wales a fair share in the decision of all questions affecting the service; and the times should be so fixed as to give to Sydney the benefit of a Fortnightly Service.

We admit that for some time the Contract with New Zealand has not been satisfactorily performed; but this has arisen from too few boats having been employed. In the new Contract we would take care that there should be ample provision for securing the use of a sufficient number of proper boats, and for compelling a satisfactory substitution to be made, in case any of the boats employed should become unfit for the efficient performance of the service.

\$500,000.

The offer now made is, beyond doubt, a very liberal one. We do not desire to disguise from you that our object in making it is to induce your Government to refrain from entering into a separate Contract for a Californian Service—a course which would entail wholly unnecessary competition, and which would probably embitter the relations between the two Colonies. A Bill is now passing through Congress to subsidize the present line, and we are informed that it will undoubtedly become law this Session. The amount proposed by the Bill is Five hundred thousand dollars, or One hundred thousand pounds. In effect, the present boats would be so subsidised as to make it easy for them to carry cargo and passengers without charge, for the purpose of running off opposition. But whilst we feel that the New Zealand Line has this vantage ground, we desire to prevent such an opposition as would necessarily cause the Imperial Government to refrain from subsidising either of the lines to the amount they otherwise would do. We do not doubt that if New South Wales and New Zealand agree upon the subject, an imperial subsidy of Twenty thousand pounds would be at once granted.

We must leave your Government to consider whether they will accept this offer of a Service which will really cost your Colony nothing, and which will give you the advantages of a large expenditure in your port, or whether they will prefer a costly competition, in which New South Wales, as well as the Contractors with her, must inevitably suffer.

We shall be glad to receive an early answer from you.

We have, &c.,
 JULIUS VOGEL.
 WILLIAM H. REYNOLDS.

No. 2.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE HONORABLE JULIUS VOGEL.

Colonial Secretary's Office,
 Sydney, 17 February, 1873.

SIR,

I have the honor to inform you that the Members of this Government will be prepared to see you and Mr. Reynolds at this office at 10 a.m. to-morrow, on the subject of a Steam Mail Service between these Colonies and California.

I have, &c.,
 HENRY PARKES.

No. 3.

MINUTE OF COLONIAL SECRETARY.

SEVERAL interviews between the Delegates from New Zealand and Members of the Government of New South Wales took place, at which Mr. Vogel and Mr. Reynolds explained more in detail the terms (as put forth in the letter of 30th January) on which they invited New South Wales to become a party to the Webb contract. In one of these interviews it was stated that New Zealand would not object to such alterations in the existing contract as would admit of the main line branching off at the Navigators' Islands—one boat running direct to and from Sydney, and another to and from New Zealand; New South Wales in this case to pay an adequate subsidy. But the proposal, however varied, was limited to the Webb line. Finally, the Government of New South Wales retired from the negotiations by the following letter.

No. 4.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE HONORABLE JULIUS VOGEL AND THE HONORABLE WILLIAM H. REYNOLDS.

Colonial Secretary's Office,
 Sydney, 22 February, 1873.

GENTLEMEN,

This Government has had under its consideration your letter of the 30th January, on the subject of the Ocean Mail Service established by contract between Mr. Webb, of New York, and the Government of New Zealand, and it has examined the proposals therein contained, with the advantage of the further information communicated by you personally. I desire to explain that your letter was not considered during the sittings of the Intercolonial Conference, because it did not appear to me desirable that the Representatives of two of the Colonies should enter into separate negotiations on a branch of one of the questions, namely,—“A scheme of Ocean Mail Services which would meet the demands of all the Australian Colonies and New Zealand,”—for the consideration of which the Conference was expressly convened.

2. In your letter of the 30th ultimo you propose to vary the New Zealand contract so as to extend the existing Service to the Australian Colonies, and make Sydney the port of connection, "the boat from Sydney always performing the up Service, and all the main boats visiting Sydney in their turn." You state that "in arranging the new contract you should be willing to give to New South Wales a fair share in the decision of all questions affecting the Service." For these advantages you ask no subsidy whatever from this Colony, and only the postages on the mail matter carried for the Colony to the extent of five thousand pounds.

3. This "very liberal offer," as you characterize it, is made, however, subject to the conditions that the Government of New South Wales shall "refrain from entering into a separate contract for a Californian Service," and agree with the New Zealand Government in obtaining, or endeavouring to obtain, "an Imperial subsidy of twenty thousand pounds."

4. In considering your proposal, supposing that there were no causes of disagreement apart from the merits of the Service, the objection at once presents itself that the vessels of this Service have not hitherto performed the voyages to and from San Francisco within such periods as would justify the expectation of punctual mail deliveries in England and Australia within the stipulated number of days, which must be an absolute condition in any contract to which this Colony is a party. Recent occurrences make it more than ever necessary that the contract time of any new Service subsidized by this Colony should be as short as possible. But this Government feels constrained to decline your offer, on grounds which do not admit of considering the value of its alleged advantages. If it is admitted that the Mail Service established under the New Zealand contract is of the valuable character which you have represented it to be, it follows that you offer New South Wales a substantial interest in that Service, free of cost, in consideration of the assistance to be given by this Colony in obtaining from the Imperial Government in its support an annual grant of £20,000. It does not appear to the Government of New South Wales that this is a transaction in which this Colony ought to engage in view of any monetary or other substantial consideration whatever. A broad distinction is drawn between the position in which you propose to place New South Wales and the part she might be asked to take in co-operation with one or more of the other Colonies in any undertaking of a national character in which the Mother Country was believed to be interested, and towards the cost of which each Colony and the Mother Country might be honorably expected to contribute in equitable proportion.

5. Besides this grave ground of objection in the nature of your proposal, this Government cannot dissociate from your present offer the adverse attitude assumed by the Representatives of New Zealand against the just interests of New South Wales, in the proceedings of the late Conference on the question of the terminus of the Suez Mail Service. In your interview with several of my colleagues and myself, on the 18th instant, Mr. Vogel openly avowed that, if the New South Wales Delegates, at the commencement of the Conference, had come to an understanding with you, as the Delegates of New Zealand, on the Webb Mail Service, he would not have interfered in the question of the terminus of the Suez Line. In the face of this admission, your persistent hostility to New South Wales in the consideration of the proposals of the Lords of the Treasury by the Conference can only be regarded as an attempt to force this Colony to become a party to the New Zealand contract. It is difficult to suppose that you seriously entertain the belief that any offers which New Zealand could make would induce the Government of New South Wales to fall in with this design, even if the Colony were not required for a consideration to assist in obtaining a money grant from the British Government.

6. In declining your proposals, this Government deeply regrets that, under present circumstances, there is so slight a prospect that it will be able to co-operate with New Zealand in organizing an efficient and economical Mail Service between these Colonies and England by way of America. In former years New South Wales bore an equal share with New Zealand, for a lengthened period, in establishing the first line of Mail Steamers across the Pacific; and up to the present time the other Australian Colonies have all refused to grant aid to the Trans-Pacific lines of communication which have been opened. It was hoped that the knowledge of this co-operation in the past might have served to promote a cordial desire for united action in the future; and this Government still looks forward to the time when the two Colonies may join in good faith and on equal terms in supporting the Trans-Pacific Mail Service. Should such time arrive when a Service can be proposed in the interest of the two Colonies with satisfactory guarantees for the regular delivery of its mails, and on conditions honorable alike to both, it will be gratifying to this Government to be enabled to co-operate with the Government of New Zealand. No Mail Service across the Pacific, however, will now be satisfactory to this Colony unless the English and Australian Mails in both directions are delivered within forty-five days.

I have, &c.,
HENRY PARKES.

No. 5.

THE HONORABLE JULIUS VOGEL AND THE HONORABLE WILLIAM REYNOLDS TO THE COLONIAL SECRETARY
OF NEW SOUTH WALES.

Sydney, 22 February, 1873.

SIR,

We have the honor to acknowledge the receipt of your letter of this day's date, in which you explain why you have not hitherto replied to our letter of the 30th January, on the subject of the Californian Service,—in which you state what you understand our offer to have been, and why you are unable to accept it,—and in which you complain of the course taken by the New Zealand Delegates at the late Conference, and you hold out the hope of some future united action between the Colonies, with respect to the Californian Mail Service.

73-1449, No. 64.

2. In reply, we have to state that, at the interviews you have been so good as to accord to us, we understood the reason of your not previously answering our letter; and we also understood that you contemplated making an answer entirely different from that now under consideration. So late as yesterday you informed us, in the presence of other Members of the Ministry, that the Government had decided to write to us to the effect that they were willing, in concert with New Zealand, to arrange the details of a Californian Mail Service, leaving on one side the question whether or not the Service known as "Webb's"

"Webb's" could be made use of for the purpose; and you further informed us that your letter would contain a statement of the views of the Government as to the details of the Service. Our verbal reply to you was, that we should be willing to arrange with your Government the details of a Service in the way you proposed, on the understanding that, in doing so, we were not repudiating the liability of New Zealand under the existing Contract. In that proposition you acquiesced. We refer to this interview, not for the purpose of complaining of your having changed your intention, but with the hope that you may see your way to revert to your previous decision.

3. In the third paragraph of your letter, you fall into an error which is apparently slight, but is important, since it seems to colour your subsequent opinions. You state that our offer of the 30th January was made "subject to the conditions that the Government of New South Wales shall abstain from entering into a separate Contract for a Californian Service, and agree with the New Zealand Government in obtaining, or endeavouring to obtain, an Imperial subsidy of twenty thousand pounds." If you will examine the letter from which you quote, you will see that we did not lay down any conditions of the kind. We stated that our object in making the offer was "to induce your Government to refrain from entering into a separate Contract for a Californian Service." It may be said that this inaccuracy is not important, for that if the first of the conditions was not expressed, it was implied; but of more importance is the latter part of the statement,—that we made it a condition you should "agree with the New Zealand Government in obtaining, or endeavouring to obtain, an Imperial subsidy." We did not lay down such a condition, nor did we even ask New South Wales to join in the application. We merely expressed the opinion that, if New South Wales and New Zealand agreed as to the nature of a Service suitable to both, an Imperial subsidy would be at once granted. Our offer was no doubt based on the contingency of an Imperial subsidy being obtained; but we explained in our letter that we desired "to prevent such an opposition as would necessarily cause the Imperial Government to refrain from subsidizing either of the lines to the amount they otherwise would do." The distinction is of some importance, since you, in a subsequent part of your letter, endeavour to make out that we invited New South Wales to enter into a bargain unfair to the Imperial Government.

4. In the fourth paragraph of your letter, you raise the objection that the "vessels of this Service" have not hitherto performed the voyages within periods which would meet the stipulations you would require to be inserted in a Contract to which you were a party. In reply to this, we have to point out that in our letter we admitted that the Contract had not hitherto been satisfactorily performed, and stated that, "in the new Contract we would take care that there should be ample provision for securing the use of a sufficient number of proper boats, and for compelling a satisfactory substitution to be made in case any of the boats employed should become unfit for the efficient performance of the Service." Our Contract provides for the vessels running at a speed of over ten knots per hour; and the "Nebraska" lately performed the through voyage from San Francisco to Auckland at an average speed of eleven knots. If you bear in mind those facts, you will, we think, recognize that, unless at the cost of an enormous subsidy, a more rapid Service could not be obtained. We are aware that offers have been sent from New York to Sydney to perform a more rapid Service; but the information we have received by cable leads us to conclude that there is no probability of that offer being carried out. In a subsequent part of your letter, you state that nothing will be satisfactory to your Colony unless the English and Australian mails are delivered within forty-five days. If, instead of negotiating with us for the Service proposed in our letter, you were willing to pay what would be required for making the connections at the Navigator Islands, instead of at Auckland, we are under the impression that New South Wales could be secured a Service of twenty-eight days and a half between Sydney and San Francisco; which would, under ordinary circumstances, give to New South Wales a delivery in the time specified by you, and in a shorter time when the direct Railway is completed (as it soon will be) which will connect Halifax with Chicago.

5. You further state, in the fourth paragraph of your letter, that you feel constrained to decline the offer we have made you, "on grounds which do not admit of considering the value of its alleged advantages." Those grounds, as stated in the fourth and fifth paragraphs of your letter, appear to be, that you consider New Zealand is offering you a Service upon very liberal terms, in order to induce you to assist in obtaining from the Imperial Government a subsidy for the line, which that Government ought not to pay. We cannot but lament that you should do yourself and us the injustice of supposing that we could make to you an offer which you could not honorably accept. The process of reasoning by which you arrive at your conclusion is not very clear; but that is not strange, since it has cost you much time to work it out; for your letter of this day's date conveys the first intimation of an objection of that nature. Such an objection was not even hinted at in Conference by any Member; though, I think, that not one Member of the Conference would have listened for a moment to a proposal which, by any legitimate process of reasoning, might be open to the implication of dishonor. I think that your error arises from your failing to see that we do not propose to ask from the Imperial Government one sixpence in consideration of New Zealand relieving New South Wales from making a money payment towards the cost of the Service. The twenty thousand pounds which we proposed should be asked from the Imperial Government is the sum which it was understood the Imperial Government entertained the idea of giving last year, when an arrangement between Victoria and New Zealand was being considered. It is the amount which the Conference named as a Subsidy; and it is an amount which we are of opinion will be, at least in great part, covered by the postages which the Imperial Government receive. In the course of time those postages will no doubt amount to much more than twenty thousand pounds. New Zealand, in effect, proposed to bear so much of the cost of the Service as it would not be proper to ask the Imperial Government to bear. We have not concealed from you that, in undertaking that New Zealand should be liable for thirty thousand pounds a year, we trusted to the postages from other Colonies to recoup us to some extent, nor have we concealed from you our belief that the offer we made was a very liberal one. Still further, since you have raised the question, we admit that we think it is a very proper feeling on your part to prefer that New South Wales should contribute towards the Subsidy, instead of leaving New Zealand to bear the whole risk. We shall be quite prepared to deal with you on that basis, and we recognize the spirit of independence which has led you to indicate it.

6. When you incline to blame New Zealand for offering to relieve you of any pecuniary risk in connection with the Service, you must forget that New Zealand has had to carry on the Service, unaided by either Colonial or Imperial contributions. For nearly two years New Zealand has carried the mails for New South Wales without any payment whatever. She has carried all the mails despatched from Great Britain

Britain by the route, without receiving even the postages; and therefore, as a simple matter of business, if we are not able to obtain better terms, it suits us that New South Wales should withdraw her opposition, in which case we would give her the proposed Service in return for the postages, and would expect to receive a Subsidy from the Imperial Government. We do not ask New South Wales to enter into any alliance for the purpose of obtaining improperly a Subsidy from the Imperial Government. If New South Wales had for two years made the payments which New Zealand has made, and performed the Californian Service for all the Colonies and Great Britain, without receiving in consideration anything but abuse of the Service, she would fail to see anything improper in the offer which has been made. 2

7. We are sorry to find, from the fifth paragraph of your letter, that you allow your feelings as to what you consider the adverse attitude assumed by the Representatives of New Zealand in the late Conference to influence your decision on this question. We cannot enter at length upon the questions relating to the Conference, but we must say that the course we took was forced upon us by New South Wales. Had New South Wales been ready to co-operate with us upon the question of the Californian Service, we should certainly—even at the risk of some injury to the Postal Services required by New Zealand—have been averse to doing anything which New South Wales might have considered injurious to her interests. But you must not suppose that in the course which we did take, we overlooked the interests of New Zealand, or were in any way influenced by a spirit of retaliation. The Suez Service is of use to the southern part of New Zealand, but it is of use only in connection with a Melbourne Service. In short, for the purposes of the Suez Service, the interests of New Zealand are intimately identified with those of Victoria. The conditions to which the Conference agreed respecting the Suez Service exactly suit New Zealand. They give to that Colony the use of the main line, and provide for a Branch Service at the least possible cost and with the least possible risk. Had we taken a course which might have forced Victoria to secede from the Suez Service, it is probable that New Zealand would not have been able to use the line at all. Therefore, whether or not you consider the results of the Conference in relation to the Suez Service to be satisfactory to New South Wales, you must bear in mind that, as far as New Zealand is concerned, those results are entirely satisfactory. What Mr. Vogel meant you to understand, at the interview to which you refer, was that had we been able to make satisfactory arrangements with New South Wales in connection with the Californian Service, we should have been willing to forego some advantages in connection with the Suez Service, to the extent of not interfering about the terminus question. But as we could not come to any understanding with New South Wales respecting the Californian Service, we took the course with respect to the Suez Service most suited to New Zealand's wants. As to forcing New South Wales to become a party to the New Zealand Contract, such a course did not present itself to our minds. We found ourselves compelled to act independently of, and without concert with, New South Wales, and so we took our own course as to the Suez Service; and we offered to New South Wales terms as to the Californian Service which we considered, unless she were otherwise bound, she could not fail to accept, and which we still do not understand why she has refused. Had New South Wales been disposed to enter with New Zealand upon the discussion of the question on its merits, we do not pretend that we should have made an offer of so liberal a nature as that which we did make. Indeed, we plainly had to make such an offer as we thought would disarm the opposition of New South Wales. We did not dream, as you imply we did, of exercising any coercion.

8. We share with you the feelings of regret expressed in the sixth paragraph of your letter, that you are unable to see your way, in the present circumstances, to co-operate with New Zealand in organizing an efficient Service to San Francisco. We recognize the cordial manner in which New South Wales joined with New Zealand in maintaining the unfortunate Panama Service; and we have pleasure in expressing, on behalf of our Colony, our acknowledgments of your own personal exertions in that matter. We should be glad that the misunderstanding which you now set up should be at once ended; and we think that if you would divest the subject of extraneous considerations, you might still see your way to co-operate with us. New Zealand is at present under engagement for a Service which, though it has hitherto been conducted imperfectly, we have every reason to think can be made most efficient; and we ask your co-operation for the purpose of establishing its efficiency. We are willing to agree that if the Service cannot be made efficient, it should be abandoned. But, as at present advised, we believe that in the course of a very few days the Service will receive an immense subsidy from the American Government, and therefore, that it will be placed on a basis which will defy opposition, unless at a most extravagant cost.

9. To show the good faith in which we have dealt with you, we may state that on the arrival of Mr. Webb's representative in Sydney, two days ago, we found that that gentleman was not at all pleased with the offer we had made to New South Wales. He thought at first of declining altogether to entertain it. Subsequently, under the great pressure we put upon him, he consented to do so, but only on the condition that one-half of the total postages received by New Zealand from the Colonies, for mail matter carried by the line, should revert to Mr. Webb, in addition to the fifty thousand pounds we proposed. £50,000. We assented to that condition, without even informing you that it had been demanded, so desirous were we not to interpose any obstacle to the prospect of an arrangement.

10. We ask you to consider these facts. We desire to act with New South Wales; both Colonies urgently want a Californian Service; New Zealand is inclined to make a considerable payment for it; though we should gladly accept, in lieu of the arrangement we have proposed, a more direct responsibility on the part of New South Wales. We invite you then to reconsider the question, with the view of at once entering into negotiations upon the matter, as we understood you to propose to do at the interview we had with you on the day before the date of your letter. We are very much pressed for time; and we hope you will not consider that there is anything of a disrespectful disregard of your convenience involved in our asking you for a speedy decision.

11. In conclusion, we beg to assure you that our action throughout this matter has been that which we believed the position and the interests of New Zealand imposed upon us as a duty.

We have, &c.,

JULIUS VOGEL.
WILLIAM H. REYNOLDS.

No. 6.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE HONORABLE JULIUS VOGEL AND THE
HONORABLE WILLIAM H. REYNOLDS.

Colonial Secretary's Office,
Sydney, 25 February, 1873.

GENTLEMEN,

Your letter of the 22nd, received yesterday, has been considered by this Government. Those portions of it which are devoted to an elucidation of the meaning of your previous communication, or which refer more expressly to the terms of your proposals to New South Wales, do not call for any present notice at my hands; nor do I see that any useful object would be gained by entering further upon the grounds of the objections of this Government to your proposal, or by any examination of your views on the points of difference which have been raised.

As you appear to have put too wide an interpretation on the remarks made by me in your last interview with Ministers at this Office, I desire to explain (what indeed is sufficiently clear in my letter of the 22nd) that the Government of New South Wales would have been glad to co-operate with New Zealand in organizing a thoroughly efficient Mail Service between Australia, New Zealand, and Great Britain, by way of America, if New Zealand herself had been in a position to entertain any such proposal, and if special obstacles to co-operation had not unfortunately been raised by the Representatives of New Zealand now in this Colony. This Government is desirous of assisting in the establishment of a Trans-Pacific Mail Service of the character I have described, but it cannot commit itself to the existing Webb Contract, which is regarded as costly and disadvantageous to New Zealand, and presenting no prospect of meeting the postal wants of this Colony.

I have, &c.,
HENRY PARKES.

No. 7.

THE HONORABLE JULIUS VOGEL AND THE HONORABLE WILLIAM H. REYNOLDS to THE COLONIAL
SECRETARY, NEW SOUTH WALES.

Sydney, 26 February, 1873.

SIR,

No. 66.

We have the honor to acknowledge the receipt of your letter of yesterday's date, on the subject of the Californian Service.

We agree with you that, in the present circumstances, no useful object can be gained by entering further upon the grounds of your objections to the offer we have made to your Government.

We hope that you will be able to recognize that, throughout this correspondence, our course has been most conciliatory; and that we have avoided references to passages in your letters which might have caused irritation.

We have, &c.,
JULIUS VOGEL.
WILLIAM H. REYNOLDS

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION *via* SAN FRANCISCO.
(CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 17 April, 1873.

NO.	SCHEDULE.	PAGE.
1.	Resolution passed by Legislative Assembly. 2 August, 1872	1
2.	Postmaster General to Colonial Secretary; with enclosures. 8 August, 1872	2
3.	Colonial Secretary to Agent General for New South Wales, London. 10 August, 1872	4

No. 1.

RESOLUTION PASSED BY THE LEGISLATIVE ASSEMBLY, 2 AUGUST, 1872.

Steam Postal Service *via* San Francisco :—The Chairman of Committees reported from a Committee of the Whole, the following Resolution :—

Resolved,—

(1.) That it is desirable that the Government should arrange for the establishment of a monthly line of Mail Steamers between Sydney and San Francisco, securing the delivery of mails at those ports within thirty days, and between Sydney and Liverpool within forty-eight days,—such arrangement not to be carried into effect until ratified by Parliament.

(2.) That the foregoing Resolution be transmitted by Address to His Excellency the Governor.

Mr. Stephen Brown moved, That the resolution be now received.

Question put.

The House divided.

Ayes, 21.

Mr. Parkes,	Mr. Abbott,
Mr. Butler,	Mr. Clarke,
Mr. Farnell,	Mr. Oakes,
Mr. Innes,	Mr. Fitzpatrick,
Mr. Stephen Brown,	Mr. Macintosh,
Mr. Piddington,	Mr. Tunks,
Mr. Robertson,	Mr. Lackey,
Mr. Hill,	<i>Tellers.</i>
Mr. Grahame,	
Mr. M'Laurin,	Mr. Hoskins,
Mr. Booth,	Mr. Moses.
Mr. Baker,	

Noes, 8.

Mr. Hannell,
Mr. Buchanan,
Mr. De Salis,
Mr. Nowlan,
Mr. Scholey,
Mr. Cunneen,
<i>Tellers.</i>
Mr. Burns,
Mr. Stewart.

And so it was resolved in the affirmative.

Resolution read a first time.

On motion of Mr. Stephen Brown, resolution read a second time.

Mr. Brown then moved, That the resolution be now agreed to.

Question put.

The House divided.

Ayes, 19.

Mr. Parkes,	Mr. Clarke,
Mr. Butler,	Mr. Grahame,
Mr. Farnell,	Mr. Oakes,
Mr. Innes,	Mr. Fitzpatrick,
Mr. Stephen Brown,	Mr. Macintosh,
Mr. Piddington,	Mr. Lackey,
Mr. Robertson,	<i>Tellers.</i>
Mr. Hill,	
Mr. Garrett,	Mr. Moses,
Mr. Booth,	Mr. Hoskins.
Mr. Baker,	

Noes, 9.

Mr. Hannell,
Mr. Buchanan,
Mr. De Salis,
Mr. Forster,
Mr. Nowlan,
Mr. Scholey,
Mr. Cunneen,
<i>Tellers.</i>
Mr. Burns,
Mr. Stewart.

And so it was resolved in the affirmative.

THE POSTMASTER GENERAL TO THE COLONIAL SECRETARY:

General Post Office,
Sydney, 8 August, 1872.

SIR,

The resolutions passed by the Legislative Assembly on the 2nd August, copy of which is attached, having placed the Government in a position to invite tenders for a mail service with England *via* San Francisco, I have the honor to enclose for your approval forms of advertisement and tender, with conditions of agreement, which I have had prepared, and which I would suggest might be advertised in these Colonies, and sent to the Agent General in England by the outgoing mail, in order that tenders may be invited there.

2. You will see that I have provided for ships of large carrying capacity, both as regards passengers and cargo, to perform the service with San Francisco within thirty (30) days, including stoppages, which can be done without difficulty if the vessels have an average speed of ten (10) knots.

3. Sir Charles Cowper might be instructed to place himself in communication with the Imperial authorities to invite their co-operation in this important undertaking, by contributing a portion of the subsidy required, by arranging with the United States' Government to convey the mails across the Continent, and by giving the advantage of their mail contracts to convey them across the Atlantic.

4. The advantages to be derived from such a service can hardly be over-estimated, bringing us into contact, as it would, with the population, trade, and commerce of the United States and Canada, and forming an additional chain of communication with the Mother Country, which, in the event of any convulsion on the Continent of Europe, might be of immense importance both to Great Britain and the Australasian Colonies.

5. The value of such a connection has already been realized by the imperfect service lately performed. Merchants from the United States were induced to come here as customers for our wool, which they purchased to the extent of over half a million pounds sterling.

6. Sir Charles Cowper will, no doubt, see from these facts the necessity of encouraging tenders of vessels with much larger capacity than the limit fixed by this Government. All the steamships that have left here for San Francisco during the last few months have had more cargo offered than they could carry, comprising wool, tallow, fruit, and other merchandise; and there is no reason to doubt that the trade would increase materially with a more reliable line.

7. The Agent General should pay particular attention to the position of the parties tendering, so that there may be no doubt whatever of their ability to perform any contract they undertake.

8. The tenders will have to be submitted to Parliament here before one can be accepted, and the time for any service to commence must be arranged to meet this necessity. If our telegraphic communication is complete it may not require many days; but if the line is interrupted, as at present, a delay might occur of probably six weeks. Time will also have to be allowed for the construction of suitable ships, if there are no tenders from Companies like the Peninsular and Oriental Company, the West India Mail Company, or other Companies having ships already in commission which might be made immediately available.

9. It will be seen that the tenders specify the route to be by Fiji and Honolulu. The reason is, that these places appear to be in the direct line between Sydney and San Francisco, and they are the Islands with which the largest trade exists.

10. The Agent General will however, see, from the conditions of tender, that the Government has no objection to receive and consider tenders specifying some other Islands than Fiji at which to call, should it appear to him that intending tenderers evince an indisposition to send their steamers by way of Fiji.

11. The present intention is, that the route should be *via* Fiji and Honolulu (or by any other island more suitable to the tenderers); but, as will be seen by the tender and conditions, I propose that the Government shall have the power to alter the route so as to provide for the steamers calling either at Cape Moreton or New Caledonia, or both, should it at any time be deemed desirable to do so.

12. The service should be made to alternate as nearly as possible with the mails now running by the Peninsular and Oriental Company, *via* Suez, and this can be accomplished by having thirteen (13) services in each year, and letting one service start fourteen (14) days after the other.

13. The Agent General should be requested to open the tenders, and transmit them to this Colony by the first mail leaving London after the 20th November next, for consideration, accompanied by any remarks or recommendations he may think fit to make, telegraphing at once, either direct or *via* Galle, the particulars of the most eligible ones.

14. I would further recommend that a copy of your letter to the Agent General, and of its enclosures, be transmitted by the out-going mail to the Secretary of State for the Colonies, which will fully explain the steps about to be taken by this Government for the establishment of a mail service *via* California.

15. In the event of the Imperial Government consenting to pay a fixed subsidy, an arrangement could doubtless be made by which this Colony would retain the postage collected here on all correspondence forwarded to the United Kingdom, and the Imperial Government retain the postage on correspondence forwarded from the United Kingdom to New South Wales, thus obviating the keeping of accounts between the two countries.

16. I further recommend that an early opportunity be taken of apprising the adjoining Colonies of the intention of this Government, and of inquiring whether they will be prepared to contribute a portion of the subsidy to be paid for the maintenance of the proposed service.

17. In order that the earliest possible publicity may be given in London to an advertisement for tenders, I enclose a telegram which might be sent to the Agent General from Galle, and which would reach him on the 7th September, twenty-two days in advance of the mail. This would give capitalists and steam companies an opportunity of making their calculations, and preparing to send in tenders when the conditions arrived.

I have, &c.,
GEO. A. LLOYD.

[Enclosures

[Enclosures in No. 2.]

Resolutions passed by Legislative Assembly on 2nd August, 1872. (Vide No. 1.)

General Post Office, Sydney,
New South Wales, 8 August, 1872.

MAIL CONVEYANCE BETWEEN SYDNEY AND SAN FRANCISCO.

TENDERS will be received at this Office, and at the Office of the Agent General for the Colony in London, up to noon on Wednesday, the 20th November next, for the conveyance of Mails between Sydney and San Francisco, once in every four weeks.

Forms of tender and conditions of agreement are hereunto annexed, copies of which and all other information can be obtained on application at this Office, and at the Office of the Agent General in London.

GEO. A. LLOYD.

TENDER FOR CONVEYING HER MAJESTY'S MAILS BETWEEN SYDNEY AND SAN FRANCISCO.*

Sir,

We hereby offer to convey Her Majesty's Mails by steam vessels between Sydney (New South Wales) and San Francisco, and on the conditions hereto annexed, marked "A," once each way in each month of four weeks, for the sum of per annum.

We propose as our sureties, in the penalty of £10,000, Mr. , of , and Mr. , of , and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

We agree to commence the service on the , and in the event of such service not being commenced on such day, or on the first day thereafter which the Postmaster General may fix as the day of sailing, we agree to pay to Her Majesty the sum of one hundred pounds for every day from that time until the said service shall be begun by us, but so that the whole amount of penalties for such failure shall not exceed £10,000.

And we agree to execute a contract for the performance of the said service according to the said conditions marked "A."

We are, Sir,
Your obedient servants,
(Signature.)
(Address.)

* All tenders must be addressed to the Agent General for the Colony of New South Wales, London, or to the Secretary, Post Office, Sydney, with the words "Tender for the Conveyance of Mails between Sydney and San Francisco," in the left-hand corner of the envelope. Other things equal, a preference will be given to a tender made upon this printed form and in exact accordance therewith. Even, however, when this form is used, the parties tendering may, in a separate letter, to be forwarded with the tender, suggest for consideration any alteration in the conditions or otherwise. The Postmaster General does not engage, irrespective of other considerations, to accept the lowest tender, or even to accept any tender.

† It is desirable that the service should commence in July, 1873, but as the Tenders received in London will have to be sent to Sydney for acceptance, the parties tendering are at liberty to name a later day for the commencement, should they be unable to begin the service at the time named.

CONDITIONS.

Referred to as marked "A."

1. Every vessel employed in this service must call on the voyage, in both directions at Honolulu and at Fiji, or any other Island on the direct line from Sydney to Honolulu—such other Island to be specified in the tender. Other things equal, a preference will however be given to tenders in which the route of Fiji is specified.

2. The Postmaster General of New South Wales to have the power of altering the route in respect to ports of call, should it at any time appear expedient to make such alterations, the contractors in such case receiving extra remuneration for every additional mile run, such remuneration to be calculated at the same rate per mile as they will be entitled to receive for the service between Sydney and San Francisco *via* Fiji and Honolulu, and extension of time according to the extra mileage to be run.

3. The mails must be conveyed from Sydney to San Francisco, and from San Francisco to Sydney, in seven hundred and twenty hours, inclusive of stoppages, the duration of which will be fixed by the Postmaster General of New South Wales.

4. Under the term "Her Majesty's Mails," are comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed, or to that in which they may have originated; also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

5. A penalty of three hundred pounds to be incurred on each occasion when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and a further penalty of one hundred pounds for every day's failure in providing such a vessel after such appointed time; the contractors also to be subject to a penalty of fifty pounds for every complete period of twenty-four hours consumed on any voyage, from whatever cause arising, beyond the number of hours allowed for the voyage. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General of New South Wales to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed period, as a breach of the contract.

6. A premium of £50 to be given for every complete period of twenty-four hours by which the time occupied in any voyage from San Francisco to Sydney may be less than that allowed under the contract.

7. The contractors to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General of New South Wales, a sufficient number of steam-vessels, of adequate power, and in all respects suited for the performance of the service within the time stipulated in the tender, such vessels to be built of iron, propelled by screws, and of not less than 1,500 tons register, classed A1 at Lloyd's, with spar decks, having large capacity for passengers and cargo, with ample ventilation for passing through tropical latitudes; to have steaming and sailing power of the latest and most approved principle. A preference will be given to vessels having spacious saloon accommodation amidships. The vessels to be subject, in the first instance, to the approval of the Agent General for the Colony of New South Wales in England, or of the Officers of the Marine Board of the Colony of New South Wales.

8. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning-conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the service to be performed. The vessels to be manned by legally qualified and competent officers, and a sufficient crew of engineers, able seamen, and other men.

9. The vessels to be subject at all times to survey by officers in the employment of the Marine Board of the Colony of New South Wales, and any defect discovered on such survey to be immediately made good by the contractors; failing which, the vessel to be considered unfit for use, and the contractors to become liable to the penalties named in the 5th condition. The survey to extend not only to the vessels themselves, but also to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

10. The days and hours of departure and arrival at each port to be fixed by the Postmaster-General of New South Wales, and to be subject to alteration, from time to time, by him, on a notice to the contractors of three months. The Postmaster General of New South Wales also to have power, by an order to the Commander, to delay the departure of any vessel from any port, for a period not exceeding twenty-four hours, and to delegate this power to any person to whom he may think fit to entrust it.

11. The contractors to provide, to the satisfaction of the Postmaster General of New South Wales, a separate and convenient place of deposit for the mails on board each vessel.

12. Should the Postmaster General of New South Wales require it, a room for the purpose of sorting and making up the mails to be also provided to the satisfaction of such Postmaster General on board each vessel. The actual cost of erecting this sorting-room, and of providing the necessary furniture, lamps, &c., to be defrayed by such Postmaster General; but the furniture and lamps to be cleansed and kept in repair, and oil for the lamps to be supplied, at the cost of the contractors. The services of the crew to be given in the conveyance of the mails between the mail-room and the sorting-room.

13. Proper accommodation and mess to be provided, if required, for an officer of the Post Office in charge of the mail,—such officer to be victualled and otherwise treated as a chief cabin passenger; and whilst the packet stays at any port to or from which the mails are conveyed, to be allowed to remain on board.

14. At each port where the mails are to be delivered or received, the officer having charge of them shall, whenever he may deem it necessary, be conveyed to and from the shore, with or without the mails (as he may desire), in a suitable boat, of not less than four oars, to be furnished with effectual covering for the mails, and to be properly manned and equipped.

15. The contractors and all commanding and other officers of the vessels which may be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall, at all times during the continuance of the contract, punctually attend to the orders of the Postmaster General of New South Wales, or of any of his officers or agents, as to the mode, time, and place of embarking and disembarking mails.

16. Should the Postmaster General of New South Wales at any time deem it expedient to place the mails, or any part thereof, in the care of the Commander of any vessel, such Commander shall take charge of them and be responsible for their due receipt and delivery. The Commander shall also make the usual Post Office declaration, and furnish such journal, returns, and other information, and perform such other services as the Postmaster General of New South Wales or his officers may from time to time require.

17. Except such letters as are not required by law to pass through the Post Office, the contractors not to receive, or permit to be received, for conveyance on board any of the vessels employed under the contract, any letters other than those contained in Her Majesty's mails. No mails must be conveyed on behalf of any Colony or foreign country without permission of the Postmaster General of New South Wales; and the whole postage of every mail shall, under all circumstances, be at his disposal.

18. Every vessel which may have started, or which should have started before the termination of the contract, must complete its voyage in like manner as if the contract remained in force.

19. Every sum of money forfeited by the contractors to be considered as stipulated or ascertained or liquidated damages and to be payable whether any damage shall or shall not have been sustained by reason of the breach for which the penalty may be levied,—the amount to be deducted by the Postmaster General out of any moneys then payable or which may thereafter become payable to the contractors; or, at his discretion, the payment thereof may be enforced with full costs of suit.

20. The contract to continue in force for three years and thereafter until the expiration of a twenty-four calendar months' notice, to be given in writing at any time by either party.

21. The contract will not be binding until it has lain upon the Table of the Legislative Assembly of New South Wales for fourteen days without disapproval; unless, previous to the lapse of that period, it has been approved of by a Resolution of that Assembly.

22. Subject to deductions for penalties or otherwise, payments to be made quarterly at the General Post Office, Sydney, out of moneys to be provided by Parliament.

23. All notices which the Postmaster General of New South Wales, or any of his Officers or Agents, are authorized to give, either to be delivered to the Commander of any vessel of the contractors, or to any officer or agent of the contractors in charge of any of such vessels, or to be left at the office or last known place of business of the contractors.

24. The contractors not to assign, underlet, or dispose of the contract, or any part thereof, without the consent, in writing, of the Postmaster General.

25. In case of the breach of the 24th condition, or in case of a great or habitual breach of the contract of any other kind, the Postmaster General to have power, and that without previous notice, to terminate the contract; such termination not to give the contractors any claim to compensation.

26. For the due fulfilment of the contract, the contractors to enter into a bond, with two responsible sureties, to be named in their tenders, in the penalty of £10,000,—such penalty to be considered and recoverable as liquidated damages.

27. Should any dispute arise respecting the interpretation of any part of the contract to be framed on the basis of these conditions, the same to be settled by arbitration in the usual manner; and a submission to arbitration may be made a Rule of Court.

[Enclosure in No. 2.]

TELEGRAM.

THIS Government is prepared to receive tenders for a mail service with England, *via* Fiji, Honolulu, and San Francisco, by steamships of not less than 1,500 tons. Advertise that forms of tender may be obtained from you on arrival of this mail.

No. 3.

THE COLONIAL SECRETARY, NEW SOUTH WALES, to THE AGENT GENERAL FOR THE COLONY, LONDON.

Sydney, 10 August, 1872.

SIR,

I have the honor to inclose copy of letter from the Postmaster General, with form of tender and conditions of contract for the projected Pacific mail service, of which you will be advised by telegram from Galle in anticipation of this communication. I have at the same time to inform you that the views of this Government on this matter will be communicated by His Excellency Sir Hercules Robinson to the Right Honorable the Secretary of State, urging a contribution to the required general subsidy from the British Government, and that the necessary arrangements may be made with the Government of the United States to secure the regular transmission of the Australian mails through American territory, and by the Atlantic mail-steamers.

2. You will be good enough to put yourself in communication with the Secretary of State, and urge the claims of this Colony to support in its efforts to permanently open the Pacific route by a class of steamers fully capable of successfully performing the service. You are acquainted with the circumstances and history of the measures which have been taken at different times in this matter, and can scarcely require to be supplied with information. The papers* now transmitted will however assist you in estimating its importance, and the steps we propose to take in regard to it at the present time.

3. It will be desirable to pay particular attention to the ships being expressly adapted for the navigation of the Pacific and for the specialities of the traffic likely to arise. Much comfort to the passengers might be secured by stipulating that the saloon accommodation shall be amidship, and combine the latest improved conveniences. Much importance is attached to this arrangement; and as we desire to have vessels built expressly for the service, it is not supposed that any difficulty can stand in the way of the plan suggested.

4. You will be further advised on this subject by next mail.

I have, &c.,
HENRY PARKES.

Sydney: Thomas Richards, Government Printer.—1873.

[3d.]

* NOTE.—Various printed papers already laid before Parliament.

1872-3.

NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION.

(TIME-TABLE.)

Presented to both Houses of Parliament, by Command.

THE POSTMASTER GENERAL, LONDON, to THE POSTMASTER GENERAL, NEW SOUTH WALES.

General Post Office,
London, 20 November, 1872.

SIR,

I am directed by the Postmaster General to transmit to you, for your information, the enclosed (2) copies of the Time-table of the India, China, Australia, and Japan Mail Packet Services, for the half-year ending June, 1873.

I am, &c.,
WM. JAS. PAGE.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION.

(RETURN OF PASSENGERS AND GOLD BY MAIL STEAMERS.)

Ordered by the Legislative Assembly to be printed, 20 February, 1873.

RETURN showing:—

1st.—Amount of Gold from Sydney—

Quantity.			Value.
oz.	dwt.	gr.	£
183,882	4	12	720,512

2nd.—Amount of Gold from Melbourne—

Quantity.	Value.
1,152,962 oz.	£4,613,846

3rd.—Number of Passengers Arriving at and Departing from Sydney in 1872—

ARRIVALS.				Total.
Adults.		Children.		
Males.	Females.	Males.	Females.	
266	79	15	15	375
DEPARTURES.				
173	69	19	21	282

Number of Persons Arriving at and Departing from Melbourne, per Mail Steamer in 1872—

Arrivals.	Departures.
446	458

4th.—Value of Exports from Sydney per Mail Steamers in 1872—

£1,763,755.

Value of Imports into Sydney per Mail Steamer in 1872—

£14,690.

5th.—The average time occupied by Mail Steamers in passage from Melbourne to Sydney is about 54 hours, and from Sydney to Melbourne, about 58 hours.

Custom House, Sydney,
10th February, 1873.

W. A. DUNCAN,
Collector of Customs.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAM POSTAL COMMUNICATION.

(RETURN OF MAILS RECEIVED AT SYDNEY DURING 1872 BY PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.)

Ordered by the Legislative Assembly to be printed, 20 February, 1873.

MAILS received at Sydney during 1872 by the Steamers of the Peninsular and Oriental Company.

Name of Vessel.	Clear Days in Sydney, excluding Days of Arrival and Departure.	Date of Arrival at Sydney.	Date of Departure from England.		Number of Days.	
			Via Southampton.	Via Brindisi.	Via Southampton.	Via Brindisi.
			1871.			
Bangalore	8	21 January	25 November	1 December	57	51
Baroda	8	18 February	23 December	29 December	57	51
Nubia		17 March	18 January	26 January	59	51
Bangalore		9 April	15 February	23 February	54	46
Baroda		7 May	14 March	22 March	54	46
Nubia		2 June	11 April	19 April	52	44
Bangalore		30 June	9 May	17 May	52	44
Baroda		29 July	6 June	14 June	53	45
Tanjore	11	27 August	4 July	12 July	54	46
Bangalore	14	23 September	1 August	9 August	53	45
Baroda	14	21 October	29 August	6 September	53	45
Behar	7	25 November	26 September	4 October	60	52
Bangalore	12	18 December	24 October	1 November	55	47
Baroda	5	22 Jan., 6-30 a.m.	21 November	29 November	61	53

Average of 6) 63
10½ days in Sydney, clear.

1873.

NEW SOUTH WALES.

EIGHTEENTH ANNUAL REPORT

OF THE

POSTMASTER GENERAL,

ON THE DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

BEING THAT FOR THE YEAR

1872.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

THE POSTMASTER GENERAL TO HIS EXCELLENCY THE GOVERNOR,
TRANSMITTING THE
**ANNUAL REPORT FOR THE YEAR 1872, ON THE POST OFFICE, MONEY ORDER,
GOVERNMENT SAVINGS' BANK, AND ELECTRIC TELEGRAPH DEPARTMENTS.**

General Post Office,
Sydney, 17th April, 1873.

SIR,

I have the honor to transmit, for the information of your Excellency, the Annual Report, for the year 1872, on the Departments which are under the Ministerial control of the Postmaster General.

I.—POST OFFICE DEPARTMENT.

INLAND SERVICE.

Year.	Extent of Postal Route on 31st December.	Number of Miles travelled.	Cost of Conveyance of Mails.	Average Cost per Mile.	Number of Post Offices.
1871.....	Miles. 14,470	3,167,165	£ s. d. 46,418 4 2	d. 3 $\frac{3}{8}$	570
1872.....	14,764	3,252,888	46,252 1 7	3 $\frac{3}{8}$	622
Increase	294	85,723	.....	.....	52
Decrease .....	.....	.....	166 2 7	$\frac{1}{16}$	.....

In the Appendix will be found returns showing that 574 miles of postal lines were established during 1872, and that 280 miles of postal lines were abolished during the same period. The actual increase in the extent of postal route for the year 1872 is 294 miles. Appendices A and B.

A statement of the increased and decreased communication on existing lines is given in the Appendix. Appendices C and D.

The extent of postal lines by horse, stage, and rail, is as follows:—

Horse.....	10,427
Stage.....	3,941
Rail.....	396

Total..... 14,764 miles.

During the year 1872 the Railway was extended a distance of 24 miles to Macquarie Plains in the Western District; and to Murrurundi, a distance of 13 miles in the Northern District. By the opening of this extra distance of Railway mileage, this department was enabled to afford some acceleration in the delivery of the mails in the districts in question.

Notwithstanding the increased accommodation afforded in the year 1872, the cost of the inland mail conveyance was less than in the year 1871. It is gratifying that the mail services generally have been well performed, considering the low rate at which many of the contracts have been undertaken.

The number of post offices established during the year 1872 was 56—the number re-established 2, and the number discontinued 6—making an actual increase of 52 in the number of post offices in the Colony, as shown in the above tabular return.

A list of post offices on the 31st December, 1872, will be found in the Appendix. Appendix E.

During the year 1872 there were 99 changes of postmasters.

Five additional iron letter-receivers were erected during 1872, viz.:—

- One opposite to the Fish Market, Woolloomooloo.
- One at Wagga Wagga.
- One at Yass.
- One at Singleton.
- One at Newcastle.

Receiving-boxes were also erected during 1872 to meet the convenience of the public at the Custom House, Newcastle, and at Richie's store, North Yass. It was found necessary during the same year to withdraw the iron letter-receiver situated at the junction of Ocean and Piper streets, Woollahra, and also that situated at the junction of Mort and John streets, Balmain.

On the 31st December the number of iron letter-receivers erected in the Colony was 67; the number of receiving-boxes, 2; and the number of iron newspaper-receivers, 8.

Appendix F.

23 licenses for the sale of postage-stamps (exclusive of postmasters) were granted during 1872. A return, showing the number of persons on the 31st December, 1872, licensed to sell postage-stamps, will be found in the Appendix.

The number of letter-carriers employed on the 31st December last was 58, these being distributed in various parts of the Colony as follows, viz. :—

Sydney and Suburbs	...	...	...	...	...	...	...	39
Armidale...	...	...	...	...	...	...	...	1
Albury	...	...	...	...	...	...	...	1
Bathurst...	...	...	...	...	...	...	...	1
East Maitland	...	...	...	...	...	...	...	1
Goulburn	...	...	...	...	...	...	...	1
Grafton	...	...	...	...	...	...	...	1
Morpeth...	...	...	...	...	...	...	...	1
Mudgee	...	...	...	...	...	...	...	1
Newcastle	...	...	...	...	...	...	...	3
Parramatta	...	...	...	...	...	...	...	2
Singleton	...	...	...	...	...	...	...	1
Tamworth	...	...	...	...	...	...	...	1
West Maitland	...	...	...	...	...	...	...	2
Windsor...	...	...	...	...	...	...	...	1
Wagga Wagga	...	...	...	...	...	...	...	1

The number of persons employed in connection with the Postal Department during 1872, exclusive of mail contractors, may be stated as follows, viz. :—

Postmaster General	...	...	...	...	...	...	...	1
Secretary	...	...	...	...	...	...	...	1
Accountant	...	...	...	...	...	...	...	1
Superintendent, Mail Branch	...	...	...	...	...	...	...	1
Chief Clerk of Post Office	...	...	...	...	...	...	...	1
Cashier	...	...	...	...	...	...	...	1
Clerks	...	...	...	...	...	...	...	37
Postal Inspector...	...	...	...	...	...	...	...	1
Mail Guards	...	...	...	...	...	...	...	6
Assistant „	...	...	...	...	...	...	...	4
Stampers, letter-carriers, &c.	...	...	...	...	...	...	...	82
Country postmasters	...	...	...	...	...	...	...	622
Assistant postmasters	...	...	...	...	...	...	...	3
Total	...	...	...	...	...	...	...	<u>761</u>

During the year 1872 the Postal Inspector travelled over 4,426 miles of mail route, and inspected the undermentioned post offices, viz. :—

Appletree Flat	Collector	Lunatic Reefs	Stroud
Ashford	Canberra	Louisa Creek	Shellharbor
Avisford	Coolac	Lambton	South Gundagai
Aberdeen	Dapto	Laguna	Tarentia
Appin	Dundee	Limeburner's Creek	Teamas
Albion Park	Deepwater	Millfield	Tuena
Adelong Crossing-place	East Maitland	Mudgee	Terrara
Bonshaw	East Kangaloon	Meadow Flat	Tomago
Bundarra	Falconer	Morpeth	Tambaroora
Bingera	Fig Tree	Miller's Forest	Tenterfield
Blandford	Gulgong	Mossvale	Tabulam
Bishop's Bridge	Gerringong	Mummell	Timbarra
Balmain	Goulburn	Muttbilly	Uralla
Bourke-street	Gullen	Mundarloo	Walcha
Bathurst	Gundaroo	Newcastle	Wailabadah
Bolong	Gundaroo Township	Numba	Wingin
Broughton's Creek	Ginninderra	Nowra	Wollombi
Bulli	Gunning	Oban	Wiseman's Ferry
Burrawang	Gundagai	Peelwood	Wallerawang
Bowral	Garryowen	Picton	Wallerawang Railway Station
Binda	Hill End	Pyrie	Watson's Bay
Bargo	Hexham	Pyramul	Waratah
Bookham	Iford	Queanbeyan	Wallsend
Cessnock	Junction Point	Rocky River	Wollongong
Cullen Bullen	Jamberoo	Robertson	Woonona
Cudgegong	Jugiong	Rydal	Wild's Meadows
Cassilis	Kelso	Raymond Terrace	Woodhouselee
Charcoal Creek	Kiama	St. Leonards	Woore
Campbelltown	Kangaloon	Sodwalls	Wheeo
Crookwell	Laggan	Singleton	Walbundrie

Arrangements

Arrangements were completed in the month of October, 1872, by which letters can be posted up to 9:30 p.m. for despatch by the Hunter River steamers, and up to 8 p.m. for despatch by the Grafton steamers. Hitherto, the principal mails for the Northern Districts were closed at 5 p.m., and supplementary mails were made up, enclosing the correspondence posted after 5 p.m. This change has enabled the Department to secure a more satisfactory transmission of the correspondence for the whole Northern District.

During the year 1872 the late fee chargeable on letters, &c., posted in the Railway mail-vans was abolished, owing to representations having been made that the public—especially in the vicinity of the Northern Railway line—suffered some inconvenience through the imposition of this fee.

My predecessor and colleague (Mr. G. A. Lloyd) during the latter part of the year 1872 arranged that the Town rate of postage, viz., 1d. the $\frac{1}{2}$ ounce, should be levied upon all correspondence posted in the City of Sydney, for delivery within those Suburban Municipalities any portion of which does not exceed ten (10) miles from the City of Sydney, or for delivery at any post office not exceeding that distance from the City boundary, and also upon correspondence posted in any of such boroughs or post offices for the said City, or for any of such boroughs or post offices.

The following is a list of the Municipalities and post offices which participate in the advantage afforded by the reduced postage, viz. :—

MUNICIPALITIES.

Alexandria	Leichardt	Ryde
Ashfield	Marrickville	St. Leonards
Balmain	Macdonald Town	St. Peter's
Camperdown	Newtown	Victoria
Darlington	North Willoughby	Waterloo
East St. Leonards	Paddington	Waverley
Five Dock	Petersham	West Botany
Glebe	Randwick	Woollahra
Hunter's Hill	Redfern	

POST OFFICES.

Annandale	Gladesville	Petersham
Ashfield	Glebe	Pymont
Balmain	Hunter's Hill	Randwick
Bilcra	Haslem's Creek	Redfern
Botany	Kogarah	Ryde
Bourke-street	Lane Cove	St. Leonards
Burwood	Longbottom (Concord)	St. Mark's
Camperdown	Manly	St. Peter's
Canterbury	Marrickville	Tempe
Coogee	Macdonald Town	Waterloo
Enfield	Newtown	Watson's Bay
Five Dock	North Willoughby	Waverley
Gannon's Forest	Paddington	Woollahra

This reduction took effect from the 1st January, 1873. It is expected that the lower rate of postage will induce an increased correspondence, and in this manner make up for the decrease in the revenue, which must necessarily take place by the reduced rate of postage. Up to the present time, however, it is estimated that this class of correspondence has only increased to the extent of about 25 per cent.

NEWSPAPER POSTAGE ABOLITION BILL.

I may here mention, in order to place the matter on record, that the Government (during the Parliamentary Session of 1872) with a view of affording additional facilities for the dissemination of knowledge throughout the Colony, introduced a Bill for the purpose of enabling newspapers to be conveyed by post free of charge. The Bill was passed in the Legislative Assembly by a large majority of votes, but it was rejected by the Legislative Council.

FOREIGN

FOREIGN SERVICE.

The following is a return of the specified and actual days of arrival and departure of the contract steamers of the Peninsular and Oriental Steam Navigation Company during the year 1872, showing the number of days taken in the passage from and to London, *via* Suez and Brindisi, and *via* Suez and Southampton:—

Arrival at Sydney.					Departure from Sydney.				
Name of Vessel.	Specified date.	Actual date.	Actual number of days.		Name of Vessel.	Specified date.	Actual date.	Actual number of days.	
			<i>Via</i> Brindisi.	<i>Via</i> Southampton.				<i>Via</i> Brindisi.	<i>Via</i> Southampton.
Bangalore	21 Jan	21 Jan.	51	57	Nubia.....	30 Jan.	30 Jan.	47	53
Baroda	18 Feb.	18 Feb.	51	57	Bangalore	*—	13 Feb.	47	56
Nubia.....	15 Mar	17 Mar.	51	59	Baroda	27 Feb.	27 Feb.	47	55
Bangalore	12 April	9 April	46	54	Nubia.....	26 Mar.	26 Mar.	47	55
Baroda	10 May	7 May	46	54	Bangalore	21 April	21 April	50	59
Nubia.....	7 June	2 June	44	52	Baroda	19 May	19 May	51	57
Bangalore	5 July	30 June	44	52	Nubia.....	16 June	16 June	49	59
Baroda	2 Aug.	29 July	45	53	Bangalore	14 July	14 July	49	57
Tanjore	30 Aug.	27 Aug.	46	54	Baroda	11 Aug.	11 Aug.	49	59
Bangalore	27 Sept.	23 Sept.	45	53	Tanjore	8 Sept.	8 Sept.	50	57
Baroda	25 Oct.	21 Oct.	45	53	Bangalore	8 Oct.	8 Oct.	47	57
Behar.....	22 Nov.	25 Nov.	52	60	Baroda	5 Nov.	5 Nov.	48	56
Bangalore	20 Dec.	18 Dec.	47	55	Behar.....	3 Dec.	3 Dec.	47	57
					Bangalore	31 Dec.	31 Dec.	47	†—

* An extra mail.

† Receipt of mail not yet acknowledged by London Postal authorities.

On two occasions during the year 1872 the contract packet was behind time in arrival at Sydney, viz., in March and in November. On nine occasions the steamer arrived before the contract time, and twice at the specified time. The service between Galle and Sydney has been performed by the Peninsular and Oriental Company in a very satisfactory manner during the past year.

On the 13th February an extra mail was dispatched by the "Bangalore," which vessel, under orders of the Peninsular and Oriental Company, returned to Point de Galle instead of remaining to take on the regular mail of the 27th February.

Commencing with the arrival of the "Baroda" on the 18th February, the incoming packet has almost immediately returned with the outgoing mail instead of remaining at Sydney for a period of upwards of one month, as was the practice hitherto. This arrangement was made by the Peninsular and Oriental Company entirely to meet its own convenience.

Appendix G.

In the Appendix is given a statement, showing the amounts chargeable on the Australasian Colonies on account of the Mail Packet Service, *via* Suez, for the year ending 31st December, 1872. The cost of the service to the Colony of New South Wales is given as £23,631 12s. 6d.

The estimated receipts on account of the Mail Packet Service *via* Suez for the year 1872, are as follows, viz.:—

Postage on letters (including registration fee)	£7,656	0	0
Do. Newspapers	1,198	0	0
Do. Packets	88	0	0
	<hr/>		
	£8,942	0	0
	<hr/>		

showing a deficiency in the year of about £14,689.

It having been considered necessary (for reasons mentioned in previous reports of the Postmaster General) by this, as well as by others of the Australasian Colonies, to terminate at the end of the year 1873 the contract of the Peninsular and Oriental Company between Galle and Sydney, the question of Steam Postal communication with Australasia received consideration by the Imperial authorities, and the

Secretary

Secretary of State for the Colonies, in a despatch dated 4th September, 1872, communicated the views of the Home Government on the matter. The following extract from an enclosure in the despatch of the Secretary of State for the Colonies, above alluded to, will explain what these views are, viz. :—

The several routes which have been suggested are—

- 1st.—The present route *via* Suez and Point de Galle ;
- 2nd.—As an alternative route, the route *via* San Francisco ; and
- 3rd.—(Incidentally) the route *via* the Cape of Good Hope.

The advantages, however, attendant upon the present route appear to my Lords to be so conclusive that they are decidedly of opinion that it should not be changed.

The advantages are, first, that it is the shortest, and secondly, that, by making use of the vessels under contract with Her Majesty's Government for the India and China Service as far as Point de Galle, the carriage of the Australian Mails is provided for a considerable portion of the distance over which they have to be conveyed.

As several of the Australian Colonies have, on repeated occasions, complained of the manner in which the service between Point de Galle and Australia has been performed, and so much difficulty has hitherto been experienced by the Home Government in providing a service satisfactory to the Colonies, my Lords have come to the conclusion that it is not advisable that the Imperial Government should any longer be parties to any contract for the service between Point de Galle and Australia, but that it would be better that the Colonies should, at the expiration of the present contract, themselves, in combination, provide such service, leaving it to the Imperial Government to provide for the conveyance of the mails between England and Point de Galle.

A considerable sum has hitherto been contributed by the Australian Colonies and New Zealand towards the expense of the conveyance of their mails between this country and Point de Galle. My Lords propose, at the termination of the present Point de Galle and Australian contract, to relieve the Colonies from any payment on this account, and to undertake, on the part of the Imperial Government, so long as the present contract for the India and China Mail Service is in existence, that is, until the 31st January, 1880, to convey the Colonial mails between England and Point de Galle and *vice versa*, free of all charge to the Colonies, on the Colonies, in combination, providing an efficient line of packets, fitted at Point de Galle to the Suez and China Packets, to run once every four weeks (or once every fortnight, whichever the Colonies may deem most essential to their own interests) between Point de Galle and whatever port or ports in Australia the Colonies may themselves consider most expedient, and *vice versa*, and my Lords will be prepared to contribute a sum not exceeding one-half of the expense of a four-weekly service between Point de Galle and the Australian Colonies and New Zealand (in the event of the latter Colony becoming a party to the arrangement), subject, however, to the *distinct limitation* that the contribution to be made on the part of the Imperial Government in any one year shall in no case exceed £40,000, and on the understanding that the Packets shall call at King George's Sound to land and embark the West Australian Mails ; that Colony being, however, called upon to pay her share, in proportion to her correspondence, towards the expense of the Packet Service between Point de Galle and Australia, and, in the event of the Colonies arranging conjointly or by a substantial majority for a fortnightly service, my Lords will be prepared to entertain the question of a further contribution.

But this undertaking is given upon the express condition that any second service towards which the Imperial Government may render assistance is alternative with the other, *i.e.*, that there shall be sufficient interval between the arrival and departure of the steamers for the purposes of correspondence.

As it appears from the letter from the Colonial Office, dated the 24th ultimo, and its enclosures, that it is the wish of the Government of Queensland that the correspondence of that Colony shall be conveyed once every four weeks *via* Torres Straits, my Lords have no objection, on the part of the Imperial Government, to conveying such correspondence between England and Singapore free of all charge, but they are not prepared to make any contribution towards a service between Singapore and Brisbane, which must be left to the Colony to provide.

My Lords have only to state in conclusion that the arrangement at present in force as regards the division of the postage on the mail matter conveyed between this country and the Australian Colonies should not be disturbed.

On receipt of the despatch of the Secretary of State for the Colonies it was deemed expedient, in order if possible to secure combined and uniform action, that the subject of future Steam Postal communication should be considered at a conference consisting of Delegates from each of the Colonies. A Conference was accordingly held at Sydney, in the month of February, 1873. As the papers containing the proceedings of this Conference and the particulars of the special action taken by the New South Wales representatives in reference thereto have already been laid before Parliament, it is not necessary for me in this Report to allude to the difference of opinion between the Colonies which exists, as regards the Australian terminus of the proposed new Mail Service to and from Point de Galle.

On the 26th July, 1872, a resolution was passed in the Legislative Assembly, to the effect that it was desirable that arrangements should be made for the establishment of a monthly line of steamers between Sydney and San Francisco, securing the delivery of mails at those ports within thirty days, and between Sydney and Liverpool within forty-eight days.

With a view of giving effect to this resolution, the Government at once decided to invite tenders for a Mail Service between Sydney and San Francisco, and accordingly instructed the Agent General for the Colony in London to call for tenders, while tenders were also invited by an advertisement, which was published in the leading newspapers of the various Australasian Colonies. A communication was forwarded on the 10th August, 1872, to the Secretary of State for the Colonies, explaining the course which was taken by this Government for the purpose of establishing a Mail Service across the Pacific and through America to Europe, and requesting that the Imperial authorities would assist in the carrying out of the proposed Service.

In

In answer to the invitation for tenders, four were received, but the Government have not yet determined upon the acceptance of any. I shall be glad to see a satisfactory mail service established across the Pacific, and trust that in the course of a few months, the Government of New South Wales may be able to accomplish the service, the initiatory steps for which have already been taken.

REVENUE AND EXPENDITURE.

The following return shows the revenue of the Post Office Department, collected during the year, 1872, compared with the revenue of 1871:—

Year.	Sale of Stamps.	Fees for Private Boxes.	Postage on Unpaid Letters, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1871	81,646 11 2	198 19 6	3,045 2 10	84,890 13 6
1872	93,143 5 5	237 6 0	3,096 11 11	96,477 3 4
Increase.....	11,496 14 3	38 6 6	51 9 1	11,586 9 10

The expenditure of the Department during 1872, compared with the year 1871, may be stated as follows:—

Year.	Salaries.	Contingencies.	Conveyance of Mails.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1871	31,235 19 4	2,708 18 8	51,453 19 5	85,398 17 5
1872	32,284 9 6	3,163 12 5	51,861 11 5	87,309 13 4
Increase	1,048 10 2	454 13 9	407 12 0	1,910 15 11

The item conveyance of mails may be particularized as follows:—

Mail conveyance by horse and stage	£41,873 14 5
Do. rail	4,378 7 2
Do. steam and sailing vessels	4,813 17 4
Do. to and from railway stations, and portorage	705 12 6
Gratuities for sorting Hunter River and other mails	90 0 0
	<u>£51,861 11 5</u>

The amount voted for mail conveyance during 1872 was £53,400, irrespective of the subsidy paid towards the English mail contract, which is not included in the above returns.

The average annual increase in the revenue of the Postal Department for ten years, *i.e.*, up to the year 1871, is £2,859. Contrasting this with the increase of £11,586, which the revenue for the year 1872 shows over that for the year 1871, it will be apparent that a very large augmentation of postal business took place in the year 1872—an augmentation which it is gratifying to ascribe to the increased prosperity of the Colony, to a large extent consequent on the development of its mineral as well as its various other resources.

The expenditure of the Postal Department for the year 1862, *i.e.*, ten years ago, was £81,514. At this time there were 11,211 miles of postal route opened up, and 368 post offices established in the Colony. In the year 1872 there were 3,553 miles of postal route and 254 post offices more than in the year 1862, while the expenditure for the year 1872 only shows an increase of £5,795 over the year 1862. The inference to be drawn from these figures is that the postal branch of the Public Service has been managed with a due regard to economy in its expenditure.

Appendix H.

In 1872 there were 338 distinct mail contracts for the conveyance of mails inland, of which 24 were transferred at the request of the original contractors, and nine were cancelled during the year. Particulars of these contracts are given in the Appendix. I give the following estimated return, for the purpose

purpose of showing to what extent the revenue of the department has been affected by the reduction of the postage from 6d. to 3d. per half-ounce on Intercolonial letters, which reduction was brought into operation during the latter part of the year 1870:—

Year.	No. of Letters posted.	At per ½-oz.	Revenue.
1869.....	305,000	6d.	£ 8,387
1870.....	303,800	6d.	8,354
1871.....	334,000	3d.	4,592
1872.....	380,500	3d.	5,225

The following return shows the number, description, and value of postage stamps issued at the General Post Office during the year 1872:—

NUMBER.	DESCRIPTION.	VALUE.
4,192,680.....	Penny.....	£ s. d. 17,469 10 0
6,680,760.....	Two-penny.....	55,673 0 0
367,880.....	Three-penny.....	4,598 10 0
98,130.....	Four-penny.....	1,635 10 0
2,440.....	Five-penny.....	50 16 8
355,720.....	Six-penny.....	8,893 0 0
6,465.....	Eight-penny.....	215 10 0
26,300.....	Nine-penny.....	986 5 0
1,488.....	Ten-penny.....	62 0 0
71,220.....	Shilling.....	3,561 0 0
3,208.....	Five shilling.....	802 0 0
1,541,600.....	Newspaper wrappers.....	6,423 6 8
1,575.....	Envelopes—one penny.....	7 1 9
		£100,377 10 1

LETTERS, NEWSPAPERS, AND PARCELS POSTED THROUGHOUT THE COLONY.

	1871.	1872.
LETTERS.		
Posted for town delivery.....	578,700	709,400
„ country delivery.....	5,803,700	6,699,900
„ foreign despatch.....	577,200	633,900
Total number of letters posted.....	6,959,600	8,043,200
NEWSPAPERS.		
Posted for country delivery.....	2,831,700	3,567,200
„ foreign despatch.....	507,400	604,300
Total number of newspapers posted.....	3,339,100	4,171,500
PARCELS, &c.		
Posted for country delivery.....	121,600	118,100
„ foreign despatch.....	17,300	17,700
Total number of parcels, &c., posted.....	138,900	135,800

The number of letters posted in the Colony during the year 1872, in proportion to the population, is about sixteen to each person. The

The following return shows the number of letters, &c., despatched and received by the Peninsular and Oriental Steam Navigation Company's steam-ships between Sydney and Galle:—

Year.	Route.	Despatched.						Received.					
		* Intercolonial.			† Foreign.			* Intercolonial.			† Foreign.		
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.
1871	Via Suez.....	9,965	351	10,263	202,666	4,183	224,698	6,569	334	4,160	209,809	7,138	487,040
1872	„	12,826	374	12,225	228,674	3,822	275,287	8,942	939	5,480	223,322	9,958	487,928

* The term "Intercolonial" applies to Australian and New Zealand correspondence.

† The term "Foreign" in this return applies to all correspondence other than that for the Australian Colonies and New Zealand.

DEAD LETTER BRANCH.

Year.	Number of letters returned to writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters unregistered, but containing articles of value returned as unclaimed.	Letters received from and returned to the following places, as being unclaimed.				Number of letters returned as unstamped
	Originally addressed to places within the Colony.	Originally addressed to the neighbouring Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other places not mentioned in the preceding columns.	Total.			Neighbouring Colonies.	United Kingdom.	Other places not mentioned in preceding columns.	Total.	
1871	40,555	3,721	1,644	110	46,030	447	297	4,172	3,230	282	7,684	14,887
1872	53,811	3,792	1,721	189	59,513	480	330	6,105	3,466	408	9,979	17,463
Increase.	13,256	71	77	79	13,483	33	33	1,933	236	126	2,295	2,576

REGISTRATION BRANCH.

Year.	Number of Registered Letters which passed through the General Post Office.	Number of ounces of Gold which passed through the General Post Office.
1871.....	108,420	3,390½
1872.....	114,388	4,920
Increase	5,968	1,529½

NUMBER OF MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at and despatched from the General Post Office during the years 1871 and 1872:—

Year.	Received.		Despatched.		Total number of Mails which passed through the Office.
	Inland.	Foreign.	Inland.	Foreign.	
1871	49,082	4,733	52,662	3,790	110,267
1872	51,374	5,460	55,164	3,868	115,866
Increase	2,292	727	2,502	78	5,599

The number of written communications received from the public during 1872, intimating changes of address or requesting letters, etc., to be forwarded, was 5,676, being an increase of 543 on the number received in the previous year.

MISSING LETTERS, &c.

Complaints of the miscarriage of letters have continued to be received, where the neglect on the part of the sender to make use of the registration system has rendered it a matter of great difficulty to obtain any trace whatever of the missing letters, a result which is unsatisfactory both to the loser and to the Department.

I give the following particulars of letters reported as missing, which came under the notice of the Department during the year 1872, viz. :—

A letter believed to be addressed to *Ironbarbs* was posted at Orange by a Banking establishment and was missing for some days. It was, however, found to have been mis-directed to Cargo, and was subsequently safely delivered at its intended destination. The letter contained £100 in Bank notes.

A letter containing a quantity of gold-dust was posted at Wattle Flat addressed, it was alleged, to Mr. — Kent-street, Sydney. The letter did not reach its destination in due course, and the circumstance was reported to the head office. On search being made it was found that the letter had been mis-directed to King-street, Sydney.

A gentleman at Mudgee represented to the Department that he had himself posted a letter containing a cheque addressed to Mr. — George-street, Bathurst, and that this letter had not reached its destination. He expressed his regret that he had not taken the precaution to register, but was confident that the letter had been correctly posted. It was discovered that this gentleman had misdirected the letter to George-street, *Sydney*, instead of to George-street, Bathurst.

Another gentleman stated that he had posted, in an iron pillar receiver, a letter containing a cheque for a considerable amount, addressed to Mr. — Clinton-street, Goulburn, and that this letter had miscarried. It was found that "Clinton-street, Sydney," was the address on the letter instead of the intended direction.

A report was received at the head office that a letter addressed to "Mr. — *King-street*, Sydney," containing a cheque, had gone astray. In this case it was ascertained that *George-street* had been substituted for *King-street* in the address.

I might give many instances in which complaints against the Department have resulted in the discovery of irregularities on the part of the public, but the few cases mentioned will show that although the postal officers may occasionally be to blame yet irregularities do occur from causes beyond the control of the Department.

MONEY ORDER DEPARTMENT.

This Department, which has steadily progressed since its formation in the year 1863, continues to increase in public favour. The augmentation in the transactions of the year 1872 amounts to no less a sum than £194,845 5s. 7d. ; the value of orders issued and paid in that year being £760,058 2s. 8d.

The following return shows the increase in the number and amount of Money Order transactions during the year 1872, as compared with the year 1871 :—

Year.	Number of Offices.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
1871	184	69,750	£ s. d. 293,370 9 11	63,629	£ s. d. 271,842 7 2	133,379	£ s. d. 565,212 17 1
1872	197	87,435	393,882 2 0	79,895	366,176 0 8	167,330	760,058 2 8
Increase	13	17,685	100 511 12 1	16,266	94,333 13 6	33,951	194,845 5 7

20 new agencies were established during the year at the following places, viz. :—

- | | |
|-----------------|---------------|
| Avisford | Manly |
| Burwood | Maryland |
| Bushman's Lead | Oberon |
| Chamber's Creek | Pilliga |
| Coolah | Solferino |
| Currawang | Trunkey Creek |
| Home Rule | Tuena |
| Lambton | Tumbarumba |
| Lionsville | Wattle Flat |
| Lunatic Reefs | Woollahra |

It

It was also deemed necessary to close seven of the existing agencies, viz. :—

At Ashford	Jerilderie
Fish River Creek	Jerry's Plains
Hunter's Hill	Wheeo.
Jacqua	

Appendix I.

In the Appendix will be found a Return showing the number and amount of the Money Orders issued and paid at each office in the Colony during the year 1872.

I give the following returns for the purpose of showing the relative amount of business transacted between this Colony and the United Kingdom, and between this Colony and the various Australasian Colonies, viz. :—

RETURN showing the various places where Money Orders issued in New South Wales during 1872 were made payable, together with a statement showing the increase and decrease in the year 1872 as compared with the year 1871.

Where Payable.	Issued in 1872.		Issued in 1871.		Increase, 1872.		Decrease, 1872.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom.	8,432	33,122 9 5	7,944	30,497 9 3	538	2,625 0 2	...	.....
New South Wales ...	72,047	331,895 15 9	56,848	242,855 8 2	15,199	89,040 7 7	...	.....
New Zealand	450	2,132 7 4	328	1,341 17 5	122	790 9 11	...	.....
Queensland	912	3,923 16 0	820	3,618 14 9	92	305 1 3	...	.....
South Australia	480	2,161 1 9	337	1,373 1 8	143	788 0 1	...	.....
Tasmania	408	1,966 9 6	291	1,388 19 3	117	577 10 3	...	.....
Victoria	4,644	18,647 11 5	3,168	12,237 7 3	1,476	6,410 4 2	...	.....
Western Australia ...	12	32 10 10	14	57 12 2	.....	.....	2	25 1 4
Totals	87,435	393,882 2 0	69,750	293,370 9 11	17,687	100,536 13 5	2	25 1 4

RETURN showing the various places where Money Orders paid in New South Wales during 1872 were issued, together with a statement showing the increase and decrease in the year 1872 as compared with the year 1871.

Where Issued.	Paid in 1872.		Paid in 1871.		Increase, 1872.		Decrease 1872.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
In the United Kingdom	1,315	5,550 18 2	1,090	4,626 2 10	225	924 15 4	...	.....
New South Wales ...	72,093	332,132 10 2	56,808	242,98 217 1	15,285	89,149 18 1	...	.....
New Zealand	1,048	4,863 9 3	961	4,413 10 7	87	449 18 8	...	.....
Queensland	2,502	11,907 15 11	2,329	10,801 18 0	173	1,105 17 11	...	.....
South Australia	256	1,047 19 10	205	788 4 1	51	259 15 9	...	.....
Tasmania	266	1,148 9 3	283	1,200 4 7	.....	.....	17	51 15 4
Victoria	2,378	9,320 0 4	1,919	6,827 18 3	459	2,492 2 1	...	.....
Western Australia ...	37	204 17 9	34	201 11 9	3	3 6 0	...	.....
Totals	79,895	366,176 0 8	63,629	271,842 7 2	16,283	94,385 8 10	17	51 15 4

I shall be glad when arrangements can be completed for the extension of the Money Order System to the Continent of Europe, America, India, and other places, as there is no doubt that the advantages it affords are highly appreciated by the public. Until, however, more office accommodation can be procured than is at present available at the temporary head office in Wynyrd-square it is not considered practicable to transact the very largely extended business which would certainly follow the introduction of the system in the countries I have named.

The

The revenue derived in the shape of commission, &c., on Money Orders during the year 1872 amounted to £3,873 9s. 10d., while the expenditure during the same period was £3,293 1s. 7d.; showing a balance of revenue over expenditure of £580 8s. 3d.

The following return will show the revenue and expenditure of the Money Order Department for the year 1872, as compared with the year 1871:—

Year.	Revenue.	Expenditure.	Balance of Revenue.
	£ s. d.	£ s. d.	£ s. d.
1871	3,145 15 5	2,954 9 11	191 5 6
1872	3,873 9 10	3,293 1 7	580 8 3
Increase for 1872.....	727 14 5	338 11 8	389 2 9

GOVERNMENT SAVINGS' BANKS.

It is gratifying to report that the expectations which were held on the introduction of the Government Savings' Bank system in the year 1871 have been fully realized by the largely increased business of the year 1872, as is shown by the following statistical return, viz. :—

Year.	Number of Government Savings' Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including Interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec., 1871.
					Number.	Amount.	Number.	Amount.	
						£ s. d.		£ s. d.	£ s. d.
1871 (four months)...	53	1,039	87	953	2,103	15,782 10 4	205	1,555 17 5	14,226 12 11
1872	70	2,271	633	2,591	8,415	95,167 2 7	2,049	28,450 7 11	80,943 7 7
Increase.....	17	1,232	546	1,638	6,312	79,384 12 3	1,844	26,894 10 6	66,716 14 8

During the year 1872 the system was extended to the following places, viz. :—

Arnhuen	Cowra	Raymond Terrace
Ballina	Fernmount	Terara
Bega	Gladstone	Ulladulla
Burwood	Grenfell	Woollahra
Carcoar	Gulgong	Yass
Cassilis	Nattai	

In the Appendix will be found a return showing the amount of business transacted during the year 1872 at each Government Savings' Bank in the Colony. Appendix J.

The total amount of interest placed to the credit of depositors during the year was £1,633'6s. 3d.

The average amount standing to the credit of each depositor is £31.

It is necessary, under the section of the Government Savings' Bank Act of 1871, to submit to Parliament before the 31st March in each year a statement of account. The statement for the year 1872 has, in compliance with law, already been duly audited and laid before Parliament. I, however, append a copy of the statement. Appendix K.

The expenditure of the Department for salaries during the year 1872 was £556.

ELECTRIC TELEGRAPH DEPARTMENT.

The following Return shows the extent of and the business transacted on the Electric Telegraph Lines of this Colony, in the year 1872, as compared with the year 1871:—

Year.	Extent of Electric Telegraph Wire in actual use in the Colony on 31st December.	Number of Electric Telegraph Stations on 31st December.	Number of Messages transmitted during the Year.	Total Revenue of Electric Telegraph Department.	Total Expenditure of Electric Telegraph Department, exclusive of interest on cost of construction of Lines.
	Miles.			£ s. d.	£ s. d.
1871	5,579	87	218,530	32,664 12 11	30,903 19 4
1872	5,907 $\frac{3}{4}$	91	335,822	46,924 6 7	31,523 8 0
Increase...	328 $\frac{3}{4}$	4	117,292	14,259 13 8	614 8 8

During the year additional wires (*i. e.*, wires fixed on posts already erected) were erected as follows, viz. :—

	Miles.	Cost.
Between Maitland and Armidale	97	£3,659 19 0
„ Parramatta and Campbelltown	21½	438 18 0
„ Bathurst and Hill End	50	574 16 0
„ Sydney and Maitland	127	2,243 0 0

The new lines (*i. e.*, lines across country not hitherto telegraphically opened up) established were from Grafton to Lawrence, 10¾ miles, at a cost of £458 6s. 6d.; and from Cassilis to Coolah, 22½ miles, at a cost of £787 1s.

The total cost of the construction of the extra mileage of the year 1872, is £8,162 0s. 6d.

The cost of construction of the whole extent of telegraphic lines in the Colony, viz., 5,907¾ miles, is £207,405 5s.

In addition to the lines already mentioned, an extra wire between Armidale and Tenterfield, and a new line from Narrabri to Fort Bourke were in course of construction in the year 1872, but were not completed on the 31st December of that year.

Four new Telegraph Stations were opened during the year, viz. :—

At Coolah,
Lawrence,
Pilliga,
Wee Waa.

The large amount of business transacted during 1872 can be gathered from the fact that no less than 117,292 messages were received more than were transmitted in the year 1871, being an increase of nearly 54 per centum.

It is gratifying to observe that the revenue of this Department shows so large an increase as £14,259 13s. 8d., while the working expenditure is only augmented by the sum of £614 8s. 8d.

The expenditure of the Department may be classified as follows, viz. :—

Salaries	£20,195 15 6
Contingencies	11,327 12 6

I may here mention, although the allusion may more properly belong to the annual report for the year 1873, that it is the intention of the Government to reduce the charge for telegraphic messages within the Colony to one shilling for ten words (exclusive of address and signature) and one penny for every additional word after the 1st of October next. In order to accomplish the expeditious transaction of the increased business which it is anticipated will follow upon the reduction of rates, it will be necessary to provide additional wires on the principal lines of telegraph, and with this object in view Parliament has appropriated the necessary sum required to meet the cost of construction.

The following is a Return showing the number and value of Telegrams sent from each Station in the Colony during the year 1872 :—

Stations.	Messages.	Amount.	Stations.	Messages.	Amount.
		£ s. d.			£ s. d.
Sydney	103,547	19,587 10 1	Kyamba.....	198	25 9 3
Redfern	1,261	137 8 1	Albury	33,514	634 1 2
Parramatta	1,734	153 6 7	Adelong.....	1,615	206 16 9
Campbelltown	897	58 8 0	Tumut	1,616	213 16 1
Wollongong	1,478	145 8 8	Kiandra	321	50 5 6
Kiama	956	126 11 1	Wagga Wagga	4,489	795 14 2
Terrara	530	73 0 8	Urana	471	84 12 5
Nattai	320	33 6 11	Deniliquin.....	3,297	515 15 2
Berrima	308	35 18 1	Hay	2,663	471 9 6
Goulburn	3,917	600 15 2	Moulamein	448	70 11 9
Braidwood	1,950	297 18 11	Balranald	804	127 5 3
Queanbeyan	1,063	164 13 5	Euston	346	67 4 8
Araluen	871	91 6 6	Wentworth	6,026	264 19 10
Cooma	1,919	343 6 11	South Head	318	10 13 11
Bombala	1,853	308 15 5	Penrith	882	79 16 4
Moruya	908	122 9 6	Mount Victoria	345	40 3 2
Eden	1,069	154 4 11	Rydal	1,658	160 13 0
Merimbula	621	66 13 1	Bathurst	8,031	1,041 13 1
Bega	1,406	176 19 9	Carcoar	1,571	213 9 3
Yass	1,891	265 10 8	Orange	2,700	371 16 10
Burrowa	1,242	189 6 5	Forbes	2,536	415 11 10
Gundagai	1,208	185 9 11	Young	2,545	365 6 1

Stations.	Messages.	Amount.	Stations.	Messages.	Amount.
		£ s. d.			£ s. d.
Grenfell.....	2,552	329 10 9	Wee Waa.....	236	23 4 4
Sofala.....	1,501	162 6 6	Bendemeer.....	718	80 6 5
Tambaroora.....	1,999	267 13 5	Uralla.....	786	108 8 3
Mudgee.....	5,125	677 7 7	Armidale.....	4,438	750 7 0
Cassilis.....	491	68 10 11	Port Macquarie.....	1,560	188 11 6
Merriwa.....	627	92 11 1	West Kempsey.....	1,455	191 3 6
Wellington.....	1,581	223 15 9	Glen Innes.....	4,068	754 13 3
Dubbo.....	2,549	336 9 6	Inverell.....	5,851	1,243 5 6
Richmond.....	1,051	91 8 0	Tenterfield.....	24,117	886 14 9
Windsor.....	1,247	102 10 9	Grafton.....	6,786	994 17 0
Wiseman's Ferry.....	248	15 19 10	Rocky Mouth.....	747	90 10 3
Wollombi.....	256	34 15 1	Ulmarra.....	587	61 18 9
Maitland.....	6,746	888 3 2	Nimitybell.....	454	43 19 11
East Maitland.....	1,286	161 11 7	Casino.....	1,437	253 4 7
Morpeth.....	1,139	111 9 9	Hill End.....	12,527	1,537 6 1
Raymond Terrace.....	552	56 14 10	Moss Vale.....	307	37 13 10
Nelson's Bay.....	276	17 3 5	Germantown.....	441	68 0 3
Newcastle.....	12,261	1,785 1 10	Gulgong.....	5,893	768 3 10
Singleton.....	2,050	227 13 3	Coolah.....	437	67 18 8
Muswellbrook.....	1,889	234 8 5	Pilliga.....	203	34 18 0
Scone.....	1,146	127 7 3	Lawrence.....	275	25 1 7
Denman.....	510	68 12 0			
Murrurundi.....	2,478	306 1 4			
Tamworth.....	2,737	425 12 6	Intercolonial balances.....	335,822	45,019 16 3
Gunnedah.....	1,069	160 3 9			1,904 10 4
Narrabri.....	1,790	285 12 2			£ 46,924 6 7

The most important feature of the year 1872, as regards Electric Telegraphy, is the opening of communication *via* Port Darwin with Europe. This was commenced in June, but the construction of the line through the South Australian Territory not being finished by that time, a portion of the distance was performed by horse express.

On the 21st of October, complete communication was established, to the gratification of the inhabitants of the whole of the Australian Colonies.

Up to the 31st December, 1872, 243 messages were sent from this Colony for transmission by the Port Darwin and British-Australian Telegraph Company's Lines.

NEW BUILDING.

It is a matter of regret that the business of such important Departments as the Post Office, Money Order Office, and Electric Telegraphs has still to be conducted in temporary and inconvenient buildings. It is hoped that before many months shall have passed the new building will be ready for occupation.

The health of the officers employed in these Departments is far from satisfactory, many of them during the year having been compelled to absent themselves from duty, owing to the unhealthy atmosphere in which they have been required to work. But, apart from the serious consideration of the health of the officials, the present ill adapted buildings have prevented the introduction of many changes which could be made with benefit to the Public Service.

The Government has, however, adopted measures for the expeditious completion of the new offices, and I trust before the end of the present year they will be ready for occupation.

I have the honor to be,

Sir,

Your Excellency's most obedient servant,

SAUL SAMUEL,

Postmaster General.

APPENDIX.

A.

RETURN of Postal Lines established in 1872.

Postal Line.	Frequency of Communication.	Miles.
Corowa and Jereelderie	Once a week	75
Singleton and Goorangoola	Once a week	22
Marsdens and Wollongough	Once a week	40
Telegraph Point and Rolland's Plains	Twice a week	10
Quirindi and Pine Ridge	Twice a week	25
Kynnumboon and Tweed Junction	Once a week	12
Collie and Quambone	Once a week	79
Taralga, Curraweela, and Oberon	Once a week	54
Dubbo and Obley	Once a week	35
Gosford and Wamberal	Twice a week	8
Delegate and Corrowong	Once a week	16
Oban and Paddy's Gully	Twice a week	2
Douglass Park and Wilton	Three times a week	8
Hill End and Lower Turon	Six times a week	3
Bathurst and Chamber's Creek	Three times a week	28
Grafton and Solferino	Twice a week	51
Waratah and Tighe's Hill	Six times a week	2
Canadian Lead and Home Rule	Six times a week	2
Maryland and Ruby Creek	Twice a week	7
Sofala and Upper Turon	Twice a week	14
Myall River and Forster	Once a week	50
Waratah, Lambton, and Wallsend, including the delivery to the residents of letters, &c. (daily), of the Waratah, Lambton, and Wallsend Post Offices.	Six times a week	3
Sofala and Box Ridge	Twice a week	8
Aberdeen and Rouchell Brook	Once a week	14
Morpeth and Miller's Forest	Six times a week	6
	Total	574

B.

RETURN of Postal Lines discontinued in 1872.

Postal Line.	Frequency of Communication.	Miles.
Breeza and Pine Ridge	Twice a week	18
Singleton and Darlington	Six times a week	1 $\frac{1}{4}$
Ballalaba and Adjanbella	Once a week	35
Gulargambone and Quambone	Once a week	52
Walbundrie and Urana	Once a week	70
Jacqua and Windellama	Once a week	8
Mileage to deduct in consequence of changes in mail route, corrections in distances, &c. ....	.....	96
	Total	280

C.

RETURN of Increased Postal Accommodation afforded during 1872 on existing Lines.

Postal Line.	Additional Communication afforded.	Miles.
Iford and Hill End (from 1st January to 14th April)	Twice a week	36
Iford and Hill End (from 15th April to 31st October)	Three times a week	36
Bathurst and Carcoar	Three times a week	35
Braidwood, Jembaicumbene, and Major's Creek	Three times a week	15
Bathurst and Sofala	Three times a week	29
Mudgee and Barragon	Once a week	35
Sofala, Tambaroora, and Hill End	Four times a week	25
Mitchell's Creek and Palmer's Oakey	Once a week	15
Laggan and Peelwood	Once a week	20
Gegedzerick and Jindabyne	Once a week	15
Bendemeer and Inverell	Once a week	106
Moree and Barraba (Line extended from Cobbadah to Barraba, 20 miles)	Once a week	123
Falconer and Oban	Once a week	15
Eurobodalla and Bega	Once a week	51
Scone and Moonan Brook	Once a week	30
Brewarrina and Brenda	Once a week	120

D.

RETURN of Decreased Postal Accommodation during 1872 on existing Lines.

Postal Line.	Frequency of Communication in 1871.	Frequency of Communication in 1872.
Rydal, Meadow Flat, and Yetholme	Six times a week	Three times a week.
Bathurst and Glanmire	Six times a week	Three times a week.

List of Post Offices on the 31st December, 1872.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Aberdeen	20 0 0	Brownlow Hill	12 0 0	Cullen Bullen	22 0 0
Adauninby	12 0 0	Brown Mountain	10 0 0	Cundletown	20 0 0
Adelong	Nil.	Brungle	10 0 0	Cunningham	10 0 0
Adelong Crossing-place	25 0 0	Brush Grove	15 0 0	Currabubula	10 0 0
Albion Park	18 0 0	Buckley's Crossing-place	12 0 0	Currawang	10 0 0
Albury	150 0 0	Bulli	15 0 0	Curraweela	10 0 0
Assistant	50 0 0	Bundarra	25 0 0		
Alstonville	10 0 0	Bungendore	20 0 0	Dalmorton	10 0 0
Annandale	15 0 0	Bungonia	20 0 0	Dalton	12 0 0
Appin	30 0 0	Bungowannah	12 0 0	Dandaloo	12 0 0
Apple-tree Flat	12 0 0	Burraborang	10 0 0	Dapto	36 0 0
Araluen	Nil.	Burrawang	12 0 0	Dark Corner	10 0 0
Armidale	150 0 0	Burrumbidgee	12 0 0	Deepwater	12 0 0
Assistant	25 0 0	Burrier	10 0 0	Delegate	18 0 0
Ashfield	18 0 0	Burrows	30 0 0	Denham Court	12 0 0
Ashford	15 0 0	Burwood	16 0 0	Deniliquin	Nil.
Avisford	12 0 0	Bushman's Lead	10 0 0	Assistant	150 0 0
Adjanbella	12 0 0			Extra Assistant	52 0 0
		Cadia	12 0 0	Denison Town	15 0 0
Ballalaba	10 0 0	Caloola	12 0 0	Denman	30 0 0
Ballina	16 0 0	Camberwell	18 0 0	Dight's Forest	10 0 0
Balmain	15 0 0	Cambewarra	12 0 0	Dingo Creek	12 0 0
Balranald	Nil.	Camden	100 0 0	Dirty Swamp	15 0 0
Bandon Grove	12 0 0	Campbelltown	20 0 0	Douglass Park	15 0 0
Bankstown	12 0 0	Camperdown	12 0 0	Dubbo	Nil.
Baradine	12 0 0	Canadian Lead	10 0 0	Dundee	15 0 0
Bargo	10 0 0	Canberra	12 0 0	Darlington	10 0 0
Barraba	22 0 0	Candelo	12 0 0	Dungog	35 0 0
Barragon	12 0 0	Cannonbar	20 0 0	Dungowan	12 0 0
Barranjoey	10 0 0	Canowindra	10 0 0	Dunkeld	10 0 0
Bateman's Bay	30 0 0	Canterbury	12 0 0	Dural	10 0 0
Bathurst	300 0 0	Cape Hawke	12 0 0		
Assistant	100 0 0	Carcoar	Nil.	Eastern Creek	12 0 0
Baulkham Hills	16 0 0	Cargo	12 0 0	East Kangaloon	12 0 0
Bega	50 0 0	Carrick	12 0 0	East Kempsey	15 0 0
Belford	10 0 0	Carroll	12 0 0	East Maitland	130 0 0
Bell's Creek	10 0 0	Casino	Nil.	Assistant	20 0 0
Bendemeer	52 0 0	Cassilis	Nil.	Eauabalong	10 0 0
Bergalia	10 0 0	Castle Hill	12 0 0	Ebenezer	10 0 0
Berrima	50 0 0	Castlereagh	10 0 0	Eccleston	10 0 0
Bibbenluke	12 0 0	Cathcart	12 0 0	Eden	Nil.
Bigga	10 0 0	Central M'Donald	12 0 0	Eglinton	10 0 0
Big Hill	12 0 0	Cessnock	12 0 0	Eilalong	12 0 0
Billabong	16 0 0	Chamber's Creek	10 0 0	Ellenborough	10 0 0
Biloela	10 0 0	Charcoal Creek	20 0 0	Emu	20 0 0
Binalong	16 0 0	Charleyong	10 0 0	Emu Ferry	15 0 0
Binda	16 0 0	Chatsworth Island	10 0 0	Enfield	12 0 0
Bingera	18 0 0	Clarence Town	25 0 0	Enngonia	10 0 0
Bishop's Bridge	10 0 0	Clarence River Heads	24 0 0	Ennis	12 0 0
Black Rock	12 0 0	Clarendon	10 0 0	Eurobodalla	15 0 0
Black Springs	12 0 0	Cobargo	12 0 0	Euston	Nil.
Blacktown	25 0 0	Cobbadah	15 0 0	Evans' Plains	10 0 0
Blandford	20 0 0	Cobbitty	12 0 0		
Blayney	18 0 0	Cobbora	15 0 0	Fairfield	10 0 0
Blue-gum Flat	10 0 0	Codrington	12 0 0	Falconer	12 0 0
Boat Harbour	10 0 0	Collector	15 0 0	Fernmount	12 0 0
Bobundarra	12 0 0	Collie	12 0 0	Field of Mars	15 0 0
Bodalla	12 0 0	Colo	10 0 0	Fig Tree	12 0 0
Boggabri	16 0 0	Conargo	16 0 0	Fish River Creek	12 0 0
Bolong	12 0 0	Concord	12 0 0	Five Dock	12 0 0
Bombala	32 0 0	Condobolin	24 0 0	Forbes	25 0 0
Bonshaw	12 0 0	Coogee	8 0 0	Fordwich	12 0 0
Bookham	15 0 0	Coolac	12 0 0	Forest Reefs	12 0 0
Bookookoorara	10 0 0	Coolah	Nil.	Forster	10 0 0
Booligal	24 0 0	Cooma	52 0 0	Frederickton	18 0 0
Borehole	12 0 0	Coonabarabran	15 0 0	Fullerton	10 0 0
Boro	18 0 0	Coonamble	22 0 0		
Botany	12 0 0	Cooranbong	12 0 0	Gannon's Forest	10 0 0
Bourke	50 0 0	Cooyal	10 0 0	Garryowen	15 0 0
Bourke-street	64 0 0	Copabella	15 0 0	Gerringong	20 0 0
Bowenfells	18 0 0	Copmanhurst	12 0 0	Ghinni Ghinni	15 0 0
Bowling Alley Point	15 0 0	Coraki	12 0 0	Gilgandra	15 0 0
Bowna	18 0 0	Coramundra	16 0 0	Gilmore	10 0 0
Bowrall	20 0 0	Corang	10 0 0	Ginninderra	15 0 0
Bowraville	10 0 0	Corowa	25 0 0	Gladesville	15 0 0
Box Ridge	10 0 0	Corrowong	10 0 0	Gladstone	15 0 0
Braidwood	Nil.	Cow Flat	10 0 0	Glanmire	15 0 0
Branxton	25 0 0	Cowra	55 0 0	Glebe	15 0 0
Breeza	20 0 0	Craggie	10 0 0	Glen Alice	12 0 0
Brenda	10 0 0	Croki	12 0 0	Glen Innes	30 0 0
Brewarrina	22 0 0	Crookwell	12 0 0	Gloucester	12 0 0
Bridgeman	10 0 0	Cross Roads	10 0 0	Gongolgon	12 0 0
Bringelly	18 0 0	Crown Flat	15 0 0	Goodooga	10 0 0
Brookfield	12 0 0	Cudal	10 0 0	Goolagong	10 0 0
Broughton's Creek	18 0 0	Cudjegong	15 0 0	Goonoo Goonoo	25 0 0

E—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
	£ s. d.		£ s. d.		£ s. d.
Goorangoola	10 0 0	Little Hartley	20 0 0	Narrandera	20 0 0
Gosford	20 0 0	Liverpool	30 0 0	Nattai	28 0 0
Goulburn	300 0 0	Lochinvar	25 0 0	Nelligen	18 0 0
Assistant	52 0 0	Long Reach	12 0 0	Nerrigundah	16 0 0
Grafton	Nil.	Long Swamp	12 0 0	Newcastle	280 0 0
Grenfell	Nil.	Lostock	10 0 0	Assistant	150 0 0
Gresford	20 0 0	Lower Portland	10 0 0	New Lambton	10 0 0
Guildford	10 0 0	Lower Turon	10 0 0	Newtown	15 0 0
Gulgong	100 0 0	Lowther	12 0 0	Nimitybelle	24 0 0
Gullen	10 0 0	Lucknow	18 0 0	North Richmond	18 0 0
Gundagai	Nil.	Luddenham	10 0 0	North Willoughby	10 0 0
Gundaroo	18 0 0	Lunatic Reefs	15 0 0	Nowendoc	10 0 0
Gundaroo Township	10 0 0	Lyndhurst	12 0 0	Nowra	24 0 0
Gundurimba	10 0 0			Numba	24 0 0
Gunnedah	40 0 0	Macdonald Town	10 0 0	Numeralla	10 0 0
Gunning	25 0 0	Macquarie Plains	30 0 0	Nundle	20 0 0
Guntawang	18 0 0	Major's Creek	22 0 0		
Guyong	18 0 0	Manar	12 0 0	Oaks	15 0 0
		Mangrove Creek	10 0 0	Oban	10 0 0
Hamilton	12 0 0	Manilla	12 0 0	Oberon	12 0 0
Hanging Rock	10 0 0	Manly	15 0 0	Obley	16 0 0
Harden	15 0 0	Manna Field	12 0 0	O'Connell	15 0 0
Hargraves	16 0 0	Marengo	18 0 0	One Tree Hill	25 0 0
Hartley	30 0 0	Marrickville	37 0 0	Ophir	10 0 0
Haslem's Creek	10 0 0	Marsden's	10 0 0	Orange	Nil.
Hay	50 0 0	Marulan	15 0 0	Ournie	10 0 0
Heifer Station	10 0 0	Maryland	16 0 0		
Hexham	30 0 0	Mathoura	15 0 0	Paddington	15 0 0
Hill End	150 0 0	Maude	12 0 0	Paddy's Gully	10 0 0
Hillston	12 0 0	Meadow Flat	25 0 0	Palmer's Island	12 0 0
Hinton	25 0 0	Menangle	22 0 0	Palmer's Oaky	10 0 0
Home Rule	22 0 0	Menindie	20 0 0	Pambula	24 0 0
Hoodsville	10 0 0	Merimbula	20 0 0	Parramatta	120 0 0
Hornsby	10 0 0	Meroe	10 0 0	Assistant	25 0 0
Hoskins' Town	10 0 0	Merendee	12 0 0	Paterson	35 0 0
Howlong	16 0 0	Merriwa	Nil.	Peel	20 0 0
Hunter's Hill	15 0 0	Michelago	15 0 0	Peelwood	10 0 0
Huntingdon	10 0 0	Millamurra	10 0 0	Pennant Hills	12 0 0
Hursley	10 0 0	Miller's Forest	18 0 0	Penrith	200 0 0
		Millfield	15 0 0	Petersham	12 0 0
Icely	12 0 0	Milton	18 0 0	Picton	55 0 0
Iford	40 0 0	Minmi	10 0 0	Pilliga	15 0 0
Inverell	Nil.	Mitchell's Creek	15 0 0	Pine Ridge	12 0 0
Assistant	104 0 0	Moama	25 0 0	Pitt Town	20 0 0
Ironbarks	25 0 0	Mogil Mogil	10 0 0	Pooncarie	12 0 0
		Mogo	10 0 0	Port Macquarie	Nil.
Jacqua	12 0 0	Molong	35 0 0	Prospect	16 0 0
Jamberoo	20 0 0	Molonglo	15 0 0	Pyree	12 0 0
Jembaicumbene	12 0 0	Monga	12 0 0	Pymont	12 0 0
Jereelderie	20 0 0	Monkerai	10 0 0		
Jerrong	10 0 0	Montefiores	22 0 0	Quambone	12 0 0
Jerry's Plains	20 0 0	Monwonga	10 0 0	Queanbeyan	Nil.
Jindabyne	10 0 0	Moonan Brook	12 0 0	Assistant	60 0 0
Jordan's Crossing	10 0 0	Moonbi	18 0 0	Quirindi	12 0 0
Jugiong	18 0 0	Mooroooolen	25 0 0		
The Junction (Newcastle)	15 0 0	Moorwatha	10 0 0	Rainbow Reach	10 0 0
Junction Point	10 0 0	Morangarell	12 0 0	Randwick	15 0 0
Junee	15 0 0	Moree	20 0 0	Raymond Terrace	60 0 0
		Morpeth	45 0 0	Redbank	10 0 0
Kameruka	15 0 0	Moruya	50 0 0	Redfern	16 0 0
Kangaloon	12 0 0	Mossgeil	15 0 0	Reidsdale	12 0 0
Kangaroo Valley	12 0 0	Moss Vale	30 0 0	Reid's Flat	16 0 0
Kelso	30 0 0	Moulamein	Nil.	Richmond	60 0 0
Kempsey	30 0 0	Mount Gipps	10 0 0	Robertson	12 0 0
Kerrabee	10 0 0	Mount Macquarie	10 0 0	Rob Roy	10 0 0
Kiama	Nil.	Mount Vincent	15 0 0	Rockley	21 0 0
Kiandra	Nil.	Mudgee	150 0 0	Rocky Mouth	18 0 0
Kincumber	12 0 0	Assistant	25 0 0	Rocky River	15 0 0
Kiara	10 0 0	Mulgoa	15 0 0	Rolland's Plains	12 0 0
Kogarah	10 0 0	Mullenderee	12 0 0	Rouchell Brook	10 0 0
Kunopia	12 0 0	Mulwala	15 0 0	Rouse Hill	18 0 0
Kurrajong	20 0 0	Mummell	10 0 0	Ruby Creek	10 0 0
Kynnumboon	15 0 0	Mundarloo	10 0 0	Rydal	70 0 0
		Mundooran	22 0 0	Ryde	25 0 0
Laggan	15 0 0	Mungindie	15 0 0	Rye Park	10 0 0
Laguna	12 0 0	Murga	15 0 0	Rylstone	30 0 0
Lambton	20 0 0	Murrumbah	10 0 0		
Lane Cove	10 0 0	Murrumburrah	30 0 0	Sackville Reach	12 0 0
Langworthy's	12 0 0	Murrurundi	110 0 0	St. Alban's	10 0 0
Lanyon	12 0 0	Muswellbrook	100 0 0	St. Leonards	15 0 0
Largs	20 0 0	Mutt Billy	12 0 0	St. Mark's	15 0 0
Lawrence	20 0 0	Mutton's Falls	12 0 0	St. Mary's	30 0 0
Lewinsbrook	10 0 0	Myall River	12 0 0	St. Peter's	18 0 0
Limekilns	10 0 0	Myrtleville	12 0 0	Scone	75 0 0
Limeburner's Creek	12 0 0			Scott's Flat	10 0 0
Lionsville	10 0 0	Nambucca	12 0 0	Seaham	12 0 0
Lismore	18 0 0	Narellan	20 0 0	Sebastopol	12 0 0
Lithgow	20 0 0	Narrabri	Nil.	Seven Hills	12 0 0
				Shellharbour	15 0 0
				Shepard's Town	10 0 0

E—continued.

Names of Post Offices.	Salary.	Names of Post Offices.	Salary.	Names of Post Offices.	Salary.
Shepherd's Creek	£ s. d.	Towamba	£ s. d.	Wattle Flat	£ s. d.
Singleton	12 0 0	Trunkey Creek	10 0 0	Waverley	25 0 0
Smithfield	25 0 0	Tusna	20 0 0	Wee Waa	20 0 0
Sofala	15 0 0	Tullimbar	18 0 0	Welaregang	12 0 0
Solferino	Nil.	Tumberumba	10 0 0	Wellingrove	18 0 0
Somerton	10 0 0	Tumut	20 0 0	Wellington	45 0 0
South Casino	12 0 0	Tweed Junction	65 0 0	Wentworth	Nil.
South Grafton	10 0 0	Two-mile Flat	10 0 0	Westbrook	12 0 0
South Gundagai	25 0 0	Uarby	12 0 0	West Kempsey	Nil.
Springside	20 0 0	Ulladulla	10 0 0	West Maitland	175 0 0
Stanborough	12 0 0	Ulmara	20 0 0	Wheeo	24 0 0
Stockton	10 0 0	Underbank	16 0 0	Wickham	10 0 0
Stroud	25 0 0	Upper Adelong	10 0 0	Wilberforce	18 0 0
Summer Island	16 0 0	Upper Araluen	16 0 0	Wilcannia	25 0 0
Sutton Forest	12 0 0	Upper Bankstown	15 0 0	Wild's Meadow	10 0 0
Swallow's Nest	24 0 0	Upper Pyramul	12 0 0	William Town	10 0 0
Tabulam	12 0 0	Upper Turon	15 0 0	Willow-tree	10 0 0
Taemas	20 0 0	Uralla	10 0 0	Wilton	10 0 0
Talawanta	10 0 0	Urana	Nil.	Windellama	10 0 0
Tambaroora	10 0 0	Vacy	Nil.	Windeyer	15 0 0
Tambar Springs	60 0 0	Vere	12 0 0	Windsor	100 0 0
Tamworth	12 0 0	Vittoria	10 0 0	Wingen	10 0 0
Tangmangaroo	Nil.	Wagga Wagga	12 0 0	Wingham	15 0 0
Tankerooka	12 0 0	Wagonga	12 0 0	Wiseman's Ferry	12 0 0
Tarago	12 0 0	Wakeol	Nil.	Wollombi	15 0 0
Taralga	20 0 0	Walbundrie	10 0 0	Wollongong	25 0 0
Tarcutta	21 0 0	Walcha	10 0 0	Wollongough	10 0 0
Taree	45 0 0	Wallabadah	12 0 0	Wolumla	12 0 0
Tarlo	18 0 0	Wallerawang	12 0 0	Wombat	15 0 0
Tea-pot Swamp	18 0 0	Wallerawang Ry. Stn.	20 0 0	Woodburn	18 0 0
Teesdale	10 0 0	Wallgett	24 0 0	Woodhouselee	10 0 0
Telegraph Point	10 0 0	Wallsend	20 0 0	Woodside	10 0 0
Tempe	15 0 0	Wamberal	50 0 0	Woodville	15 0 0
Ten-mile Creek	35 0 0	Wammerawa	40 0 0	Woolgarlo	10 0 0
Tenterfield	Nil.	Wandandian	20 0 0	Woolahra	10 0 0
Terara	24 0 0	Wandsworth	10 0 0	Woonona	20 0 0
Thorntwhaite	12 0 0	Wanganella	10 0 0	Woore	10 0 0
Tighe's Hill	10 0 0	Waratah	12 0 0	Wyrallah	12 0 0
Timbarra	12 0 0	Wardell	18 0 0	Yarraman	12 0 0
Tingha	10 0 0	Warialda	30 0 0	Yarrambah	10 0 0
Tinonee	40 0 0	Warkworth	12 0 0	Yass	200 0 0
Toocumwall	18 0 0	Warneton	35 0 0	Assistant	52 0 0
Tomago	15 0 0	Warren	12 0 0	Yetholme	18 0 0
Tomerong	12 0 0	Waterloo	18 0 0	Yetman	16 0 0
Toogong	12 0 0	Watson's Bay	50 0 0	Young	Nil.
Toooloom	10 0 0		12 0 0		
Toorale	12 0 0				

POST OFFICES ESTABLISHED DURING 1872.

Bell's Creek	Gundaroo Township	South Casino
Bookookoorara	Goorangoola	Solferino
Box Ridge	Home Rule	Shepard's Town
Bridgeman	Jordan's Crossing	Stanborough
Bilcola	Junction Point	Tweed Junction
Bushman's Lead	Jerrong	Telegraph Point
Carrick	Luddenham	Tingha
Curraweela	Lower Turon	Tighe's Hill
Canadian Lead	Lionsville	Tullimbar
Cudal	Mundarloo	Upper Turon
Corrowong	Macquarie Plains	Vere
Chambers' Creek	Meroe	Woollahra
Cow Flat	Macdonald Town	Wamberal
Craigie	New Lambton	Wilton
Cooyal	Ournie	Wild's Meadow
Dalmorton	Paddy's Gully	Willow-tree
Dark Corner	Rob Roy	Wickham
Duck Creek	Ruby Creek	Wollongough
Forster	Rouchell Brook	

POST OFFICES RE-ESTABLISHED DURING 1872.

Gilgandra.
Reidsdale.

POST OFFICES DISCONTINUED DURING 1872.

Adjanbella Darlington
Copabella Sodwalls
Cobbadah Mount Harris

Total number of Post Offices on 31st December, 1872-622.

LIST of Stamp-sellers on the 31st December, 1872.

Name.	Residence,	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abreu, A. F.	690, George-st. South	6 Aug., 1867	Levi, D.	512, George-street	11 Nov., 1868
Adnum, Elizabeth...	266, George-street	27 July, 1869	Lynch, H. H.	54, Market-street	7 June, 1870
Andrews, John	313, Pitt-street	25 Aug., 1869	Leigh & Co., S. T.	21, Hunter-street	25 Nov., 1870
Becke, E. H.	110, King-street	25 Sep., 1871	Mountford, Martha.	236, George-street	11 Aug., 1871
Bowyer, George	Elizabeth-street South	26 May, 1865	Maddock, W.	George-street	6 Aug., 1863
Bozon, F.	William-street	29 Jan., 1866	M'Neil, J.	40, Sussex-street	20 Mar., 1860
Board, A.	Paddington	24 Mar., 1868	Moffitt, W.	Pitt-street	24 Oct., 1867
Boys, L. F.	128, King-street	30 May, 1868	Moore, J.	George-street	23 July, 1866
Beare, J. C.	216, William-street	25 June, 1868	Murphy, F.	455, Bourke-street	1 Feb., 1860
Butcher, E.	169, South Head Road	7 Oct., 1868	Muspratt, E.	William-street	18 Jan., 1860
Bent, Chas.	641, George-street	13 Aug., 1869	Musgrave, T.	Windmill-street	25 Nov., 1864
Bennett, G. M.	King-street	17 Sept., 1869	Mort, H.	Erskine-street	11 June, 1866
Bennett, S.	Empire Office, 190, Pitt-street.	29 Sept., 1869	Morton, M.	72, Market-street	31 Mar., 1870
Bennett, William...	King-street	1 June, 1872	Montgomery, Jas.	127, South Head Road	14 July, 1870
Bohrsman, C.	39, South Head Road	10 May, 1869	M'Mahon, T.	1, New Pitt-street	27 Oct., 1870
Buist, H.	101, King-street	13 June, 1870	Murphy, P.	226, George-street	11 Sept., 1872
Barker, F. J.	85, Sussex-street	23 June, 1870	M'Phail, Emma	William-street	3 Dec., 1872
Butter, Thos.	199, York-street	22 Dec., 1870	Newton, Edward	Parramatta-street	22 Feb., 1872
Clark, F.	85, George-street	17 Aug., 1872	Noake, John	460, George-street	14 Feb., 1872
Clement, Wm.	5, Stephen-street, Woolloomooloo Bay.	12 Sept., 1872	Perry, W. B.	Gipps & Macquarie Sts., Surry Hills.	23 Nov., 1872
Coates and Tost ...	William-street	27 April, 1872	Penfold, E. T.	394, George-street	12 May, 1857
Clifford James	Botany Road, Redfern	20 Sept., 1865	Pierce, T.	Yurong & Stanley Sts.	9 July, 1860
Cassidy, Wm.	Union Club	22 Sept., 1865	Popplewell, Mrs. E.	645, George-street	1 Mar., 1871
Cole, F. & E.	380, George-street	22 Oct., 1867	Palmer, T.	George-street (Brickfield Hill.)	23 May, 1865
Collis, John	198, Parramatta-street	14 Nov., 1867	Porter, E.	478, Crown-street, Surry Hills	29 May, 1868
Cooper, J. J.	Railway Station	31 Jan., 1867	Penberthy, J.	Miller's Point	11 Sept., 1868
Cox, Annie M.	167, Castlereagh-street	16 April, 1867	Philip, Mr.	397, Crown-street, Surry Hills.	13 Dec., 1870
Cooper, Isaac	210, William-street	7 April, 1868	Reilly, P.	Macquarie-street South	8 April, 1863
Clarke, E.	195, South Head Road	24 Dec., 1868	Roberts, D.	Pitt-street	31 Aug., 1859
Cooke, W. A.	570, George-street	4 Jan., 1870	Rout, Charles	Victoria-street	29 July, 1871
Clark, W.	414, George-street	11 May, 1870	Reading, Jas.	George-street	20 June, 1868
Clappison, C. T.	143, King-street	8 Aug., 1870	Randerson, R. S.	Market-street	12 April, 1869
Collings, Thos.	182, Princes-street	4 Mar., 1871	Russell, Jas.	174, Lower George-street	29 May, 1869
Davies, J.	York-street	13 Nov., 1863	Read, A.	51, Clarence-street	23 Nov., 1870
Davis, B.	47, Bathurst-street	14 Oct., 1863	Sandon, C. T.	George-street	16 Feb., 1857
Dole, James	Glebe Road	2 June, 1865	Saywell, T. R.	14, Park-street	7 April, 1863
Donaldson, Wm.	768, George-street	23 May, 1871	Smyth & Wells	Hunter-street	28 Mar., 1859
Davis, R.	64, Bathurst-street	21 July, 1868	Saddling, John	Phillip-street	9 Mar., 1866
Davies, P. A.	25, Parramatta-street	4 July, 1870	Shaw, Wm.	Liverpool-street, Darlinghurst	22 Aug., 1867
Drake, S.	Church Hill	8 Jan., 1872	Salier, J. J.	Botany-st., Surry Hills...	7 Feb., 1868
Eames, W. D.	16, South Head Road	28 Jan., 1864	Sippel Bros.	526, George-street	7 July, 1871
Edwards, A. E.	89, William-street	28 Mar., 1871	Stroud, J.	Botany Road, Redfern...	14 July, 1870
Eve, Jas.	228, Pitt-street	25 Feb., 1870	Stark, W.	663, George-street	26 Aug., 1870
Fairfax & Sons	Hunter-street	5 April, 1864	Sutton, A. W.	414, George-street	15 April, 1868
Flanagan, E. F.	594, George-street	28 June, 1864	Schroder, W. S.	George-street South	15 April, 1869
Fortier, Wm.	83, Sussex-street	14 Nov., 1866	Smith, D.	183, George-street	10 Aug., 1872
Fowler, H. P.	309, Castlereagh-street	17 Feb., 1869	Stephens, H. W.	Punch Office, 42 Hunter-street.	27 Sept., 1872
Ferguson John	136, King-street	25 Mar., 1869	Stead, E. C.	Woolloomooloo & Bourke streets.	30 Nov., 1872
Giffin, John	31, King-street	16 Jan., 1871	Stock, Wm.	41, Park-street	11 Mar., 1872
Greisen, Martin	274, George-street	16 Feb., 1871	Thompson, F.	477, Brickfield Hill	21 Dec., 1872
Gray, John	15, Market-street	13 June, 1871	Tilbury, W. T.	86, Woolloomooloo-st.	27 April, 1872
Gill, G.	115, George-street	19 Dec., 1865	Taylor, S.	Bridge-street	22 Aug., 1870
Graham, F.	Haymarket	14 July, 1866	Thomson, John	110, Pitt-street	22 Aug., 1871
Gordon & Gotch ...	281, George-street	8 April, 1866	Turner, E.	26, Hunter-street	9 Dec., 1864
Gibbs, Shallard, & Co.	108, Pitt-street	17 Aug., 1868	Walsh, William	King-street	16 Oct., 1866
Griffiths, John	23, Erskine-street	25 Mar., 1869	Weekes, N.	101, Parramatta-street	1 Mar., 1865
Guinery, A.	Argyle-street, Miller's Point.	17 Aug., 1870	Weissberger —	50, Market-street	19 Dec., 1865
Hains, Hyam	405, George-street	18 May, 1871	Walsh, J. W.	206, William-street	18 May, 1871
Hagett, Mrs.	17, Argyle-place, Miller's Point.	23 Aug., 1872	Watson, R. A.	Circular Quay	17 April, 1868
Hamin, Mrs. E. M.	Woolloomooloo-street	26 May, 1862	Wheeler, J. W.	202, George-street	19 April, 1871
Hamilton, J.	Chippendale	16 Mar., 1860	Whiting, Jas.	Double Bay	9 Mar., 1869
Hill, J.	790, George-street	16 June, 1858	Wigley & Co., W. H.	297, George-street	8 July, 1869
Hogan, W.	King-street	1 Aug., 1861	Wells, A.	"Lord Nelson Hotel," Miller's Point.	23 Aug., 1870
Holroyd, Michael ...	306, George-street	13 May, 1864	Anderson, M. E. J.	Hunter-street, Newcastle	14 May, 1872
Hale, Thomas	3, Exchange-buildings	2 Aug., 1865	Asser, N. F.	Scone	3 Mar., 1863
Hill, Geo.	76, South Head Road	30 Aug., 1866	Austin, E. W.	Bathurst	6 Sept., 1867
Hogan, J.	147, King-street	23 July, 1868	Allman, J.	do.	15 Jan., 1868
Harper, W.	Upper William-street South.	24 June, 1869	Atkinson, F.	do.	11 Nov., 1868
Harris, B.	8, Miller's Road, Miller's Point.	11 May, 1870	Bale Mary	Woollahra	11 May, 1870
Holder, Thos.	Australian Club	28 Nov., 1870	Ball, E.	Goulburn	30 Dec., 1862
Iron, David	339, Castlereagh-street	25 Sept., 1871	Berne, F.	Bega	14 June, 1870
Jones, A.	803, George-street	2 Dec., 1868	Broadhead, Maria ...	West Maitland	27 July, 1863
Jones, D.	41, South Head Road	27 April, 1870	Burrows, Jno.	Newcastle	18 Oct., 1865
Jones, W. H.	57, Parramatta-street	18 June, 1870	Capperson, Mrs. L.	Tumut	29 May, 1871
Kirschbaum, A.	124, King-street	20 April, 1869	Chatterton, E.	Sackville Reach	8 Sept., 1863
Lorimer Bros.	128, King-street	25 April, 1871	Comans, M.	Combaning, near Coramundra.	29 Jan., 1870
Lorimer Bros.	414, George-street	8 Mar., 1872	Coul, W.	Picton	27 Aug., 1864
Lowther, Edward ...	Sussex-street	13 May, 1865			
Lea, Charles	92, South Head Road	28 Aug., 1868			

F—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Cottrell, J.	Yass	18 Feb., 1863	Martel, H. C.	Dandaloo Station, Bogan River.	19 July, 1866
Cochrane, Josh.	Wingham	9 Nov., 1865	Manning, Thos.	Dubbo	6 Sept., 1866
Carkeet, W. H.	Carcoar	25 Feb., 1867	Marks, E. P.	Pretty Plains, near Orange.	4 May, 1867
Conlan, M.	Yass	22 Feb., 1868	Montgomery, Hugh	Railway Camp, Marulan	17 Sept., 1867
Caselmane, Mrs. R.	Noumea, New Caledonia	30 Dec., 1872	M'Nicoll, Agnes	Newcastle	21 Sept., 1869
Davis, E.	Parramatta	22 Mar., 1871	Mason & Co., W.	Parramatta	30 Sept., 1869
Deacon, Thos.	Milson's Point, St. Leonards.	1 July, 1869	Page, Joseph	Ramornie, Grafton	17 July, 1872
Dixon, Thos.	Parramatta	31 May, 1870	Payne, J. T.	Newcastle	4 Mar., 1864
Dunn Patrick	Mulwala	8 Dec., 1864	Riley, W. R.	Goulburn	19 Oct., 1868
Dawson, C. H.	Hay	31 Dec., 1866	Rae, A. B.	Bathurst	31 Aug., 1863
Duff, Thos.	Wingham	27 Aug., 1867	Regan, D.	Tamworth	6 Aug., 1863
Ellis, J. T.	Araluen Valley, Araluen	10 Mar., 1869	Robinson, Jno.	Goulburn	27 Nov., 1862
Falls, Mrs.	West Maitland	19 May, 1870	Sippel Bros.	Newcastle	13 June, 1865
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	Roth, Max	Deniliquin	1 June, 1869
Foot, H. B.	Yass	21 Mar., 1868	Richardson, Jane	Murrygon, Mundooran	17 May, 1869
Ford, Eliza	Ocean-street, Woollahra.	8 Feb., 1871	Roberts, Jas.	Craigie, near Delegate	4 Aug., 1871
Fox, J. E.	Newcastle	3 July, 1863	Stormal, J. B.	Young	1 Nov., 1862
Foster, Joseph	Hull's Creek, Denman	23 June, 1869	Savage, F. J.	do.	8 Dec., 1862
George, R. R.	Bathurst	21 May, 1866	Stace, R. A.	Narrandera	26 April, 1866
Gerber, C.	Young	1 Oct., 1862	Scardon, G. D.	Wellington	18 Oct., 1866
Glover, Ed.	Balmain (Darling-st.)	4 April, 1865	Schwormstedt	Lake Macquarie Road	10 May, 1867
Goodsir, E.	Mullens-street, Balmain.	6 Nov., 1871	Tatham, S.	Bathurst	31 Dec., 1872
Gulliver, John	Newcastle	30 June, 1869	Thomas, H.	Balmain	27 Oct., 1866
Hamilton, Elizth.	Ryde	19 Dec., 1865	Taylor, T.	West Maitland	9 Dec., 1864
Hobbs, W. J.	Newcastle	6 Oct., 1870	Walker, W.	Unity Hotel, Balmain	25 June, 1868
Hunter, W. C.	Wagga Wagga	19 July, 1869	Walsh, G.	Sofala	13 May, 1864
Jones, J. R.	Bathurst	1 Oct., 1862	Weston, Jno.	Goulburn	25 May, 1864
Jones, A. S.	Breadalbane, near Muttibilly.	13 June, 1864	White, Laban	West Maitland	28 Oct., 1862
Jennings, J. C.	Weddin Mountains	6 July, 1865	Whitton, Joseph	Windsor	4 April, 1864
Kerr, A. A.	Goulburn	13 June, 1872	Winchcome, J. P.	Bathurst	17 May, 1864
Knaggs & Co.	Newcastle	29 June, 1865	Wilson, G.	Camberwell	25 Aug., 1864
Kidd, John	Campbelltown	5 April, 1867	Whiting & Son	Young	6 Aug., 1863
Levien, A.	West Maitland	1 Nov., 1862	Watkinson, Jas.	Tenterfield	21 Feb., 1865
Laird, Robt.	Tenterfield	4 May, 1869	White, F.	Taralga	19 July, 1866
Laurence, F.	Mudgee	5 May, 1869	Whipple, W. F.	Balmain	30 Oct., 1866
Lunt, Thomas	Luntvale, Tareutta	19 Jan., 1871	Weber, P.	Goulburn	23 April, 1868
Millar, William	Penrith	14 Nov., 1865	Webb, A.	Orange	13 May, 1869
Myer, Jno.	Young	29 June, 1866	Winton, E. S.	Araluen	14 Feb., 1870
M'Guigan, Jno.	Bathurst	9 Mar., 1866		Milson's Point, North Shore.	1 Aug., 1870
M'Ausland, Alex.	Junction Point, near Binda.	3 Feb., 1871		St. Leonards	11 Aug., 1870

G.

REPORT from the Receiver and Accountant General of the Post Office, explanatory of the account against the Australian Colonies and New Zealand, for Post Office Packet Service, during the year ending 31st December, 1872.

THE account of the amount chargeable on the Australian Colonies and New Zealand, for Mail Packet Service, during the year 1872, is annexed.

The amount of Subsidy payable to the Peninsular and Oriental Steam Navigation Company for the Service between Point de Galle and Sydney having been reduced by £500 from 1st August, 1871, in consideration of the withdrawal of Naval Agents from that line, the Colonial moiety of the cost of the service for the current year has been reduced from £64,750 to £64,500; and an allowance has been made to the Colonies on account of the sum deducted from the subsidy for the period from 1st August to 31st December, 1871.

Three of the Colonies, viz., South Australia, Tasmania, and Western Australia, have remitted in full the amount of the balances due upon the previous accounts.

The arrears due from the other Colonies have been carried to their debit in the present account.

In the case of Victoria, the arrears amount to £26,117 10s. 1d., being one-half of the balance due to 31st December, 1871. The attention of the Government of the Colony should, I submit, be called to this arrear.

General Post Office, London,
12th April, 1872.

GEO. CHETWYND,
Receiver and Accountant General.

An Account showing the Amounts chargeable on the Australian Colonies and New Zealand, on account of the Mail Packet Service, for the year ending 31st December, 1872.

Colonies.	Number of Letters Inwards and Outwards in 1871.	Service to Point de Galle.	Service between Point de Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Moiety of cost of Mail-boxes and Mail-bags.	Proportion of cost of Special Packets between Dover and Calais.	Estimated number of Newspapers, &c., Inwards and Outwards via Suez.	Egyptian Transit rate on Newspapers, &c., via Suez.	Totals.
Victoria	982,600	£ 14,700 10 5	£ 20,829 0 2	£ 9,866 9 6	£ 4,686 16 1	£ 77 8 6	£ 36 2 8	1,519,222	£ 1,616 4 6	£ 47,125 15 9
New South Wales	394,830	5,907 0 9	8,369 12 4	3,965 1 3	.....	31 2 3	14 10 4	618,054	657 9 6	23,631 12 6
South Australia	197,880	2,960 9 11	4,194 13 11	.....	.....	15 11 10	7 5 6	321,488	341 18 0	7,519 19 2
New Zealand	45,160	675 10 11	957 3 5	453 8 9	536 0 8	3 11 2	1 13 2	90,139	95 17 6	2,723 5 7
Tasmania	70,340	1,052 6 9	1,491 0 10	707 0 7	.....	5 10 10	2 11 9	188,216	200 4 0	3,458 14 9
Queensland	179,445	2,684 16 2	3,804 1 7	1,801 19 11	2,130 3 3	14 2 10	6 12 0	260,883	277 11 0	10,719 6 9
Western Australia	33,375	499 5 1	707 7 9	.....	.....	2 12 7	1 4 7	57,298	60 15 6	1,271 5 6
	1,903,630	28,480 0 0	40,353 0 0	16,794 0 0	7,353 0 0	150 0 0	70 0 0	3,055,300	3,250 0 0	96,450 0 0

Dr.

Account Current for the year 1872, in continuation of that rendered for the year 1871.

Cr.

Colonies.	Balance of account to 31st December, 1871.	Amount chargeable for 1872, as per above statement.	Totals.	Colonies.	Remittances.	Branch Packet Service.	Sums allowed to the Colonies on account of the year 1871.	Balance due 31st December, 1872.	Totals.
Victoria	£ 52,233 10 1	£ 47,125 15 9	£ 99,359 5 10	Victoria	£ 26,116 0 0	£ 111 0 7	£ 73,132 5 3	£ 99,359 5 10	
New South Wales	25,459 2 4	23,631 12 6	49,090 14 10	New South Wales	22,096 8 1	44 6 5	26,050 0 4	49,090 14 10	
South Australia	12,597 16 1	7,519 19 2	20,117 15 3	South Australia	8,472 16 1	4,125 0 0	7,497 1 9	20,117 15 3	
New Zealand	13,230 6 4	2,723 5 7	15,953 11 11	New Zealand	9,000 0 0	1,378 18 1	20 2 5	15,953 11 11	
Tasmania	3,695 15 9	3,458 14 9	7,154 10 6	Tasmania	2,429 5 8	1,206 10 0	7 14 11	7,154 10 6	
Queensland	16,490 1 5	10,719 6 9	27,209 8 2	Queensland	11,249 14 5	1,225 0 0	19 6 5	27,209 8 2	
Western Australia	1,641 12 4	1,271 5 6	2,912 17 10	Western Australia	1,641 12 4	3 15 2	1,267 10 4	2,912 17 10	
	125,348 4 4	96,450 0 0	221,798 4 4		81,965 16 7	7,935 8 1	229 3 4	131,667 16 4	
								221,798 4 4	

General Post Office, London,
12th April, 1872.

GEO. CHETWYND,
Receiver and Accountant General.

POST OFFICE PACKET SERVICE, 1872.

An Account showing the amounts chargeable on the Australian Colonies and New Zealand, on account of Post Office Packet Service, for the year ending 31st December, 1872.

A Statement showing the amounts credited to the Australian Colonies in 1872, on account of the year 1871.

Colonies.	Amount overcharged in 1871.*	Sums allowed to the Colonies on account of Penalties on the Mail Packet Service between Point de Galle and Sydney, year 1871.†	Total sums credited to the Colonies.
Victoria	£ 50 9 4	£ 60 11 3	£ 111 0 7
New South Wales	20 2 11	24 3 6	44 6 5
South Australia	10 7 11	12 9 6	22 17 5
New Zealand	9 2 11	10 19 6	20 2 5
Tasmania	3 10 5	4 4 6	7 14 11
Queensland	8 15 8	10 10 9	19 6 5
Western Australia	1 14 2	2 1 0	3 15 2
	104 3 4	125 0 0	229 3 4

* The amount of subsidy payable for the Service between Point de Galle and Sydney was reduced by £500 per annum, from 1st August, 1871, in consideration of the withdrawal of the Naval Agents. The sum of £208 6s. 8d. was accordingly deducted for the five months to 31st December, 1871; one-half of this sum is credited to the Colonies.

† Amount of Penalties inflicted	£ 600
„ Premiums earned	350
Excess of Penalties over Premiums	250
One-half to be credited to the Colonies	125

H.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st January, 1872.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
WESTERN AND SOUTHERN ROADS.						
*1 Cobb & Co.	Sydney	Railway Station, One-tree Hill, and Post Offices, One-tree Hill and Orange; Hartley, Bowenfels, and Mudgee; †Bathurst, Peel, and Sofala; Railway Station, Goulburn, and Post Offices, Goulburn and Gundagai; Gundagai and Albury.	Number of times per week. Six do Three Six do	2 or 4 horse coach do do do do	4,800	31 Dec., 1872.
WESTERN ROADS.						
1 John Parsons	Parramatta	Railway Station and Post Office, Parramatta, including the clearing of all Iron Letter Receivers at Parramatta.	Four times or oftener daily.	Horseback	36 0 0	31 Dec., 1872.
2 Joseph Sanday	Pennant Hills	Parramatta, Field of Mars, and Pennant Hills.	Six	do	52 0 0	31 Dec., 1874.
3 Joseph Gillespie	Pitt Town	Parramatta Railway Station, and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	do	do	80 0 0	31 Dec., 1872.
4 James Fishburn	Castle Hill	Baulkham Hills and Durul	Three	do	26 0 0	31 Dec., 1874.
5 Michael Kinshela	Blacktown	Blacktown, Prospect, and Eastern Creek.	Six	do	49 0 0	31 Dec., 1872.
6 John Owens	Richmond Road, Windsor.	Windsor, Pitt Town, and Wilberforce.	do	do	30 0 0	31 Dec., 1874.
7 Geo. Turnbull	Wilberforce	Wilberforce, Ebenezer, and Sackville Reach.	Three	do	13 15 0	31 Dec., 1874.
8 Matthew Thompson	Pitt Town	Pitt Town, Wiseman's Ferry, and St. Alban's.	Two	do	61 0 0	31 Dec., 1872.
9 Jas. Wamsley, jun.	Wiseman's Ferry	Wiseman's Ferry and Mangrove Creek.	One	do	19 10 0	31 Dec., 1874.
10 Hy. Everingham	Lower Portland	Sackville Reach and Lower Portland.	Three	do	17 10 0	31 Dec., 1873.
11 E. Partiss 2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Richmond	Richmond, North Richmond, and Kurrajong (Lamrock's Inn).	Six	Horseback or by coach, 2 horses.	48 0 0	31 Dec., 1873.
12 Wm. Want	Colo	Colo and Kurrajong	One	Horseback	40 0 0	31 Dec., 1872.
13 Wm. J. Kelly	Richmond	Richmond and Camden, via Castlereagh, Penrith, Green-dale, Mulgoa, and Bringelly.	Three	do	110 0 0	31 Dec., 1872.
14 Geo. Nash	Penrith	Penrith Post Office, and Railway Station, Penrith.	Three times or oftener daily.	do	25 0 0	31 Dec., 1872.
15 Thos. R. Smith	Emu Plains	Penrith Post Office, Emu Ferry, and Emu.	Once or oftener daily.	do	25 0 0	31 Dec., 1872.
16 J. Bates	St. Mary's	Railway Station, South Creek, and Post Office, St. Mary's.	Twelve	On foot	20 0 0	31 Dec., 1872.
17 P. Phillips	Hartley	Railway Station, and Post Office, One-tree Hill; and Railway Station, One-tree Hill, and Post Offices, One-tree Hill, Little Hartley, and Hartley.	Twice or oftener daily. Six	Horseback do	26 0 0	31 Dec., 1874.
18 Joseph Cooke	Bowenfels	Post Offices, Lithgow and Bowenfels.	do	do	30 0 0	31 Dec., 1872.
19 Cobb & Co.	Sydney	Orange, Stony Creek, Ironbarks, Black Rock, Wellington, and Montefiores; and Orange, Molong, Black Rock, Wellington, and Montefiores	Three do	4-wheeled conveyance, 2 or more horses.	1,030 0 0	31 Dec., 1873.
20 J. & J. N. Payne (Transferred to Cobb & Co., from 1 April, 1872.)	Dubbo	Wellington, Montefiores, and Dubbo.	Six	2-horse coach.	180 0 0	31 Dec., 1874.
21 John Payne £7 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards. (Transferred to Cobb & Co., from 1 April, 1872.)	Wellington	Dubbo, Warren, Cannonbar, Gongolgon, and Bourke.	Two	4-wheeled coach.	987 0 0	31 Dec., 1872.
22 C. J. Conway (Transferred to N. Morrison, from 1 July, 1872.)	Brewarrina	Cannonbar and Brewarrina (to travel along the left bank of the Mara Creek).	One	Horseback	105 0 0	31 Dec., 1874.
23 T. J. Grace	Booligal	Bourke, Fort Bourke, and Wilcannia (travelling on either side of the Darling River).	do	do	365 0 0	31 Dec., 1872.

* In consequence of the Railway extension to Macquarie Plains that portion of Contract between Rydal and Macquarie Plains cancelled from 1 July, 1872.
† Contractor allowed £123 per annum extra to convey mails an additional three times a week between Bathurst, Peel, and Sofala, from 1 November, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
24 Saml. M'Clintock	Rydal	Rydal and Sodwalls	Six	Horseback	59 0 0	31 Dec., 1872.
25 David Thomson	Glen Alice	Cullen Bullen and Glen Alice via Co Co Creek.	Two	do	40 0 0	31 Dec., 1874.
26 John Hill (Transferred to Cheshire & Piper, from 1 March, 1872.)	Mudgee	Mudgee, Guntawang, Cobborra, Mundooran and Coonamble (to travel in time of floods on the north side of the Cudgegong River, via Guntawang).	do	do	549 0 0	31 Dec., 1872.
27 Andrew English	Coonabarabran	Mundooran and Coonabarabran, via Bundulla, Yarragren, Kerbin, Keewang, and Tonabar.	One	do	32 10 0	31 Dec., 1874.
28 Peter Anderson 2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Gulgong	Mudgee and Gulgong	Four	Coach, 3 horses.	105 0 0	31 Dec., 1872.
29 W. Robbins	Guntawang	Guntawang and Gulgong	Two	Horseback	35 0 0	31 Dec., 1872.
30 Do.	do	Guntawang and Two-mile Flat	do	do	50 0 0	31 Dec., 1874.
31 J. B. Keen	Oberon	Oberon and Black Springs	One	do	19 10 0	31 Dec., 1872.
32 Jas. M'Cullough	Coonamble	Coonamble and Merri Merri (M'Lean's Station), via Bimbibley, Bunday, Ningey, and Coanbone.	do	do	80 0 0	31 Dec., 1873.
33 Phillip Ryan	Iford	Iford and Rylstone	Three	do	75 0 0	31 Dec., 1872.
34 James M'Dougall £1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Collie	Gilgandra and Collie	One	2-horse vehicle.	70 0 0	31 Dec., 1872.
35 Saml. Ward	Liddleton, Hartley.	Hartley, Fish River Creek and Oberon.	do	Horseback	34 16 0	31 Dec., 1873.
36 Martin Nash	Mudgee	Mudgee, Merrendee, Burrendong, and Ironbarks.	Two	do	107 0 0	31 Dec., 1873.
37 John Callanan	Molong	Molong and Ironbarks	Three	do	98 0 0	31 Dec., 1873.
38 Martin Nash	Mudgee	Mudgee, Grattai, Windeyer, Pure Point, Campbell's Creek, Long Creek, and Upper Pryamul, with a branch post to and from Grattai, Avisford, and Louisa Creek.	Two	do	137 0 0	31 Dec., 1874.
*39 Jas. Loy	Barragon	Mudgee and Barragon	One	do	26 0 0	31 Dec., 1873.
40 Thos. Trotter	Cassilis	Mudgee and Cassilis	Two	do	107 0 0	31 Dec., 1873.
41 W. J. Weston, jun.	Cobbora	Dubbo and Cobbora	do	do	97 0 0	31 Dec., 1872.
42 R. Marjoram	Yetholme	Yethome and Mitchell's Creek	do	do	17 0 0	31 Dec., 1872.
†43 Duncan Ferguson	Palmer's Oakey	Mitchell's Creek and Palmer's Oakey.	One	do	19 2 6	31 Dec., 1873.
44 W. H. Rowe	Guyong	Guyong and Icely	Three	do	65 0 0	31 Dec., 1872.
‡45 P. Coyle 10s. to be paid for every seat required by Government, other than those for postal Inspectors or Mail Guards.	Hill End	Sofala and Tambaroora	Two	4-horse coach.	139 0 0	31 Dec., 1874.
46 T. Lonergan	Louisa Creek	Tambaroora and Louisa Creek	One	Horseback	38 0 0	31 Dec., 1874.
47 Jno. Tobin	Limekilns	Peel and Limekilns	do	do	22 0 0	31 Dec., 1872.
48 Wm. Hall	Millamurra	Millamurra and Peel	do	do	18 0 0	31 Dec., 1872.
49 Philip Ryan	Iford	Sofala and Iford	Two	do	52 0 0	31 Dec., 1872.
§50 Sidney Brown £1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards. (Transferred to Cobb & Co. from 15 April, 1873. Cancelled from 1st Nov. 1872. See Supplementary notice.)	Wallarawang	Iford, Upper Pryamul, Tambaroora, and Hill End, via Tabrabucca Swamp.	Three	Coach, 2 or 3 horses.	123 0 0	31 Dec., 1874.
51 T. A. Ryan	Bathurst	Bathurst, O'Connell, and Mutton's Fall; and Mutton's Falls, Oberon, and Fish River Creek.	Two	Horseback	104 0 0	31 Dec., 1872.
52 D. O'Connell	do	Bathurst, Caloola, Long Swamp, and Trunkey Creek, via Demis Island.	One	do		
53 Wm. Ryan	Teapot Swamp	Caloola and Teapot Swamp	Three	do	140 0 0	31 Dec., 1872.
||54 H. Quin	Rockley	Bathurst Lagoons and Rockley	One	do	16 13 4	31 Dec., 1874.
55 T. Cullen	do	Rockley and Swallow's Nest	Two	do	60 0 0	31 Dec., 1872.
56 B. O'Brien	do	Rockley, Trunkey Creek, and Tuena.	One	do	25 0 0	31 Dec., 1872.
			do	do	65 0 0	31 Dec., 1872.

* Contractor allowed £10 per annum extra, to travel via Cooyal, from 1st September, 1872; and also allowed £35 per annum extra, to convey mails an additional once a week between Mudgee, Cooyal, and Barragon, from 15th September, 1872.

† Contractor allowed £30 per annum extra, to convey mails an additional once a week, from 16th November, 1872.

‡ Contractor allowed £20 per annum extra, to extend contract to Hill End, from 5th February, 1872; and also, £123 per annum extra, to convey mails an additional four times a week, between Sofala, Tambaroora, and Hill End, from 1st November, 1872.

§ Contractor allowed £123 per annum extra, to convey mails an additional three times a week between Iford and Hill End, from 16th April, 1872.

|| Contractor allowed £5 extra, to travel via George's Plains and Cow Flat, from 26th July, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
57 Jas. Cripps 1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Eglinton	Bathurst and Eglinton (to travel via Kelso in time of floods.)	No. of times per week. Two	1-horse cart.	£ s. d. 21 0 0	31 Dec., 1872.
58 Denis O'Brien	Mount Macquarie	Carcoar and Mount Macquarie.	One	Horseback	20 0 0	31 Dec., 1873.
59 Cobb & Co.	Sydney	Bathurst, Evans' Plains, Blayney, and Carcoar; and Carcoar and Cowra.	Six Three	Horseback or coach, 2 or more horses.	570 0 0	31 Dec., 1874.
60 John Fagan	Carcoar	Cowra and Grenfell	do	Horseback	150 0 0	31 Dec., 1873.
61 F. Grant. (Transferred to W. P. Jones from 1st April, 1872.)	The Islands, Cowra.	Cowra, Goolagong, and Forbes	do	do	140 0 0	31 Dec., 1874.
62 A. W. Collis	Wood's Flat	Cowra and Wood's Flat	do	do	52 0 0	31 Dec., 1873.
63 S. Patterson, junior.	Blayney	Blayney and Teesdale	One	do	23 6 8	31 Dec., 1873.
64 E. Morgan	Marengo	Cowra and Marengo, via Bang Bang, Watemandra, and Crowther.	Two	do	60 0 0	31 Dec., 1873.
65 M. M'Gill	Wheeo	Cowra and Canowindra, via "The Islands."	Three	do	77 0 0	31 Dec., 1872.
66 Joseph Irvine £2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Toogong	Orange, Toogong, Murga, and Forbes.	do	Buggy or coach, 2 or more horses.	396 10 0	31 Dec., 1874.
67 W. White	Forbes	Forbes and Condoblin, via Finn's.	Two	Horseback	140 0 0	31 Dec., 1872.
68 W. Dresser	Condobolin	Condobolin and Booligal	do	do	370 0 0	31 Dec., 1873.
69 Thos. Parsons (Transferred to Robertson and Wagner from 17th Feb., 1872.)	Hay	Booligal and Hay	do	do	120 0 0	31 Dec., 1873.
70 P. & T. Joyce	Cudgee Creek, Young.	Forbes, Grenfell, and Young	do	do	240 0 0	31 Dec., 1874.
71 Joseph Hewitt	Ophir	Orange and Ophir	One	do	36 0 0	31 Dec., 1872.
72 Fk. Byrnes (Transferred to R. J. Whiteford from 1st April, 1872.)	Orange	Orange, Cadia, and Carcoar, via Burnt-yards.	do	do	69 0 0	31 Dec., 1874.
73 R. J. Gosper	do	Lacknow and Forest Reefs	Two	do	30 0 0	31 Dec., 1872.
74 Robt. Clayton 10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	do	Orange and Cargo	Three	2 or 4-horse coach or buggy.	132 0 0	31 Dec., 1872.
*75 E. Ryan	Forbes	Forbes and Billabong	Two	Horseback	60 0 0	31 Dec., 1873.
76 J. M. Hughes	Molong	Molong and Obley	do	do	70 0 0	31 Dec., 1872.
77 Andrew Kerr	Dilga, Molong	Obley and Canonbar, via Nyngan.	One	do	168 0 0	31 Dec., 1872.
78 John Paul (Transferred to T. Matthews, from 1st Nov., 1872.)	Warren	Warren and Mount Harris, via Drungalee.	do	do	63 0 0	31 Dec., 1873.
79 Thos. Mathews	do	Mount Harris and Wammerawa	do	do	84 0 0	31 Dec., 1872.
80 John Lunn	West Bourke	Bourke and Belalie, or Enngonia, or Bourke, and Cameron's, Cuttaburra Creek.	do	do	80 0 0	31 Dec., 1874.
81 T. J. Grace	Wilcannia	Booligal and Wilcannia	One	4-horse coach.	550 0 0	31 Dec., 1873.
82 F. Hughes	Bourke	Wilcannia and Hoodsville (Curringanga.)	Once a fortnight	Horseback	174 10 0	31 Dec., 1872.
83 Wm. Howlett (Transferred to John Smith, from 1st April, 1872.)	do	Bourke and Hoodsville, via Ford's Bridge, Yanta-bullabulla, and Brindingabba.	do	do	89 0 0	31 Dec., 1873.
SOUTHERN ROADS.						
1 Wm. Brown	Liverpool	Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly.	Six	Horseback	78 0 0	31 Dec., 1872.
2 James Waterworth 2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Camden	Railway Station, Campbelltown; and Post Office, Campbelltown, Narellan, and Camden.	Twelve	Coach, 2 or more horses.	59 10 0	31 Dec., 1873.
3 Thos. Cummings	Cobbitty	Narellan and Cobbitty	Six	Horseback	41 0 0	31 Dec., 1872.
4 Jane Wasson	Brownlow Hill	Camden and Brownlow Hill	do	do	35 0 0	31 Dec., 1872.
5 Jas. Herring	Picton	Picton Railway Station and Post Office, Picton.	Two or three times daily.	do	22 0 0	31 Dec., 1873.
6 Wm. Henebry	do	Picton and Oaks	Six	do	35 0 0	31 Dec., 1873.

* Contractor allowed £20 per annum extra to travel via Welcome Lead, from 1st July, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
7 P. Reilly	Oaks	Oaks and Burrarorang	No. of times per week. Three.....	Horseback do	£ s. d. 30 0 0	31 Dec., 1872.
8 Robt. Beames	West Bargo	Picton and West Bargo	do	do	18 0 0	31 Dec., 1872.
(Transferred to W. Anderson, from 7th October, 1872.)						
9 Jas. M'Cleerey	Albion Park	Railway Station, Campbelltown, and Post Office, Campbelltown, Appin, Woonona, and Wollongong.	Six	4-wheel coach, 2 or more horses.	400 0 0	31 Dec., 1873.
10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
10 Jas. Thomson	Kiama	Wollongong, Dapto, Jamberoo, and Kiama.	do	Horseback and by vehicle when practicable.	195 0 0	31 Dec., 1873.
7s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
11 Jas. Davis	Coolangatta, via Gerringong.	Gerringong, and Numba, via Coolangatta.	do	Horseback	65 0 0	31 Dec., 1873.
12 Chrstr. Murray	Numba	Numba, Terrara, and Nowra, via Green Hills.	do	do	43 0 0	31 Dec., 1874.
13 Jas. D. Caines	Pyree	Pyree and Numba	do	do	45 0 0	31 Dec., 1874.
14 P. Walsh	Wandandian	Nowra, Milton, and Ulladulla	Three	do	164 10 0	31 Dec., 1872.
15 Jas. Grey	Albion Park	Albion Park and Shellharbour	do	do	25 0 0	31 Dec., 1872.
16 Wm. Cooke	Broughton's Crk.	Kiama, Gerringong, and Broughton's Creek.	Six	do	114 0 0	31 Dec., 1873.
17 Wm. Kennedy	Bolong	Broughton's Creek, Bolong, and Nowra, via the Bomaderry Ferry.	Three	do	48 0 0	31 Dec., 1873.
18 Colin MacDonald	Burrier	Nowra and Burrier	Two	do	36 0 0	31 Dec., 1873.
19 H. W. Taylor	Moss Vale	Berrima and Moss Vale Post Office, and Railway Station.	Twelve	do	65 0 0	31 Dec., 1873.
20 Jno. Wade	Moorooloolen	Moorooloolen and Murrumbah.	Three	do	31 4 0	31 Dec., 1874.
21 W. Norris	Sutton Forest	Sutton Forest and Cross Roads	Four	do	20 0 0	31 Dec., 1872.
22 H. W. Taylor	Moss Vale	Moss Vale, Kangaroo Valley, Cambewarra, Bolong, and Nowra, via the Bomaderry Ferry.	Three	do	110 0 0	31 Dec., 1874.
23 W. Norris	Sutton Forest	Moss Vale and Sutton Forest	Seven	do	20 0 0	31 Dec., 1872.
*24 Wm. Johnston	Kangaloon	Moss Vale, Burrawang, Wingecarribee, Robertson, and Kangaloon.	Three	do	84 0 0	31 Dec., 1872.
25 John Wade	Moorooloolen	Moorooloolen and Marulan	Six	do	15 0 0	31 Dec., 1872.
26 Joseph Pallier	Marulan	Bungonia and Marulan	do	Spring cart or on horseback	48 0 0	31 Dec., 1872.
5s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
27 Patk. Roach	Bungonia	Bungonia and Windellama	One	Horseback	16 0 0	31 Dec., 1872.
28 Do.	do	Bungonia and Jacqua	do	do	21 0 0	31 Dec., 1872.
29 John Wade	Moorooloolen	Moorooloolen, Long Reach, and Big Hill.	Three	do	45 0 0	31 Dec., 1872.
30 John M. Munoz	Goulburn	Goulburn and Laggan	Two	do	65 0 0	31 Dec., 1873.
†31 Do.	do	Laggan and Tuena	One	do	45 0 0	31 Dec., 1873.
32 Robt. Stephenson	Laggan	Laggan and Crookwell	Two	do	26 0 0	31 Dec., 1874.
33 H. A. F. Waldron	Fullerton	Laggan and Fullerton	One	do	20 0 0	31 Dec., 1873.
34 J. Millane, junr.	Wheeo	Goulburn, Wheeo, and Binda, via Mummel, Woore (Pomeroy), and Gullen.	Two	do	114 0 0	31 Dec., 1872.
35 Geo. W. Cook	Tuena	Binda and Tuena, via Junction Point.	do	do	55 0 0	31 Dec., 1873.
36 B. M'Sorley	Wheeo	Wheeo, Reid's Flat, and Cowra	One	do	65 0 0	31 Dec., 1873.
37 A. E. M'Donald	Binda	Binda, Bigga, and Reid's Flat, via Markdale.	do	do	67 0 0	31 Dec., 1873.
38 Jas. Malone	Braidwood	Goulburn, Tarago, Boro, and Braidwood.	Six	4-wheeled vehicle, 2 or more horses.	125 0 0	31 Dec., 1874.
Half the usual fare to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
39 John Moran	Queanbeyan	Tarago, Bungendore, Queanbeyan, and Cooma; or Boro, Bungendore, Queanbeyan, and Cooma.	Three	4-wheeled covered coaches, 2 or more horses.	444 0 0	31 Dec., 1874.
Three-fourths the usual fares to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
40 John Stephens	Larbert via Braidwood.	Braidwood and Windellama	One	Horseback	20 0 0	31 Dec., 1872.
41 J. T. French	Braidwood	Braidwood, Upper Araluen, Araluen, Red Bank and Crown Flat, via Bell's Creek; with a branch mail to and from Bellevue and Reidsdale. (Contractor to proceed from Braidwood to Araluen, via Jembaicumbene and Major's Creek, six times a week; returning via Bell's Creek, six times a week.)	Six	1 or more horse and coach.	165 0 0	31 Dec., 1873.
3s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.			Two			

* £10 per annum deducted from contract money, in consequence of the removal of the Post Office at Robertson to the Township, from 1st July, 1872.

† Contractor allowed £35 per annum extra, to convey mails an additional once a week on that portion of line between Laggan and Peelwood, from 11th September, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
42 William Lynch	Mullenderree	Crown Flat, Lower Araluen, Mullenderree, and Moruya.	No. of times per week. Six.....	Horseback	£ s. d. 185 0 0	31 Dec., 1873.
43 Henry Ball	Cooma	Cooma, Adaminaby, via Russell's and Kiandra.	One	do	117 0 0	31 Dec., 1873.
44 Do.	do	Cooma, Adaminaby, via Russell's and Kiandra, via Middling Bank	do	do	120 0 0	31 Dec., 1872.
45 Jno. Wark	Molonglo	Bungendore and Molonglo.....	Three.....	do	37 0 0	31 Dec., 1874.
46 W. G. O'Neill..... (Transferred to Jas. O'Neill, from 1st Jan., 1872.)	Queanbeyan	Queanbeyan and Lanyon	do	do	39 10 0	31 Dec., 1873.
47 John Butler	Cooma	Cooma and Buckley's Crossing-place, via Gegezerick, Claremount, and Woolway.	Two	do	120 0 0	31 Dec., 1873.
*48 Thos. Prior	Gegezerick	Gegezerick and Jindabyne	One	do	30 0 0	31 Dec., 1872.
49 W. Butler	Cooma	Cooma and the junction of the Big Badger and Numeralla Rivers.	do	do	30 0 0	31 Dec., 1872.
50 Geo. Reed	Bombala	Cooma, Nimitybelle, and Bombala.	Two	do	364 0 0	31 Dec., 1873.
		Cooma and Bobundarah	do	do		
		Bobundarah and Bombala, via Gunningrah and Buckalong.	One	do		
		Bombala and Delegate, via Craigie.	Three.....	do		
51 John Hopkins.....	do	Bombala, Cathcart, Pambula, and Eden.	Two	do	110 0 0	31 Dec., 1873.
52 W. H. Hopkins	Bega	Bega and Kameruka	do	do	35 0 0	31 Dec., 1874.
53 J. Doonan. (Cancelled.) 5s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Braidwood	Braidwood, Jembaicumbene, and Major's Creek, via Bell's Paddock.	Three.....	1 or 2 horse coach, or horseback.	34 0 0	31 Dec., 1872.
54 M. Monaghan	Major's Creek	Major's Creek and Ballalaba	Two	Horseback	52 0 0	31 Dec., 1873.
		Ballalaba and Fairfield	One			
55 J. T. French	Braidwood	Braidwood, Charleyong, Corang, and Nowra, via Nerriga.	do	do	85 0 0	31 Dec., 1874.
56 B. Malone	do	Braidwood and Monga (Little or Mongarlo River.)	Two	do	20 0 0	31 Dec., 1874.
57 O. Malone	do	Braidwood and Queanbeyan, via Hoskins Town (Blackheath).	One	4-wheeled vehicle, 1 or more horses.	75 0 0	31 Dec., 1872.
†58 Wm. Roohan	Queanbeyan	Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan, via the Lake, or to and from Goulburn, Collector, Gundaroo, Gininderra, Canberra, and Queanbeyan, via Thompson's marked tree line.	Three.....	Horseback	300 0 0	31 Dec., 1873.
59 Jas. Johnson (Transferred to Mary Johnson, from 1st April, 1872.)	Spring Valley, Currawang.	Goulburn and Currawang	Two	do	55 0 0	31 Dec., 1873.
60 Jas. Martin	Tarlo	Goulburn, Tarlo, Myrtleville, and Taralga, via Chatsbury.	do	do	49 19 0	31 Dec., 1872.
61 Thos. Easterbey	Gunning	Gunning and Dalton	do	do	22 0 0	31 Dec., 1872.
62 M. Frost	Wheeo	Dalton and Wheeo	do	do	41 0 0	31 Dec., 1872.
63 P. Johnson	Murrumbidgee, Yass.	Yass and Woolgarlo	do	do	35 0 0	31 Dec., 1872.
64 Pat. Shukey..... 10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Yass	Yass and Burrowa, via Lime-stone and Lang's Creek.	Three.....	Coach, 2 or more horses, and buggy, 1 or more horses.	125 0 0	31 Dec., 1874.
65 Pat. Shukey..... 10s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	do	Burrowa, Mazengoff, and Young	Two	Coach, 2 or more horses, & buggy, 1 or more horses.	95 0 0	31 Dec., 1874.
66 Joseph Brewer	Burrowa	Burrowa and Reid's Flat, via Hovell's Creek and Phil's Creek.	One	Horseback	30 0 0	31 Dec., 1872.
67 George Couch	do	Burrowa and Rye Park (Pudman's Creek).	do	do	15 12 0	31 Dec., 1872.
68 Jas. Roberts	Currawang, Harden.	Yass, Binalong, Murrumburrah, Wombat, and Young, via Demondrille, Stony Creek, and Spring Creek.	Three.....	2 or more horse coach.	350 0 0	31 Dec., 1872.

* Contractor allowed £30 per annum extra to convey mails an additional once a week between Gegezerick and Jindabyne, from 1st June, 1872.

† Contractor allowed £48 per annum extra to convey mails by vehicle, from 31st Dec. 1873.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
69 P. Woods.....	Young	Young, Morangarell, and Marsden's.	One	Horseback	£ 76 0 0	31 Dec., 1874.
70 Carlo Marina	Moppita, Young..	Marsden's and Wollongough, via Hiawatha.	do	do	50 0 0	31 Dec., 1874.
71 Jas. Gormly, Thos. Beveridge, and P. J. M'Alister. 40s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Wagga Wagga...	Murrumburrah, Coramundra, Junee, and Wagga Wagga, via Berthungra and Conjugong.	Three.....	Coach, 1 horse.	585 0 0	31 Dec., 1872.
72 Geo. Wallett	Junee Reefs	Junee and Sebastopol, via Junee Reefs.	One	Horseback	45 0 0	31 Dec., 1872.
73 G. Donohoe.....	Wagga Wagga...	Narrandera and Coramundra, via Merool Creek and Coman's. Contractor to travel alternately by the two routes, viz.:—To and from Coramundra and Narrandera, via Dacey's, O'Brien's, Coman's, Minosa, Wamaruby, Cowarby, Boree (Flood's) and Medium; and to and from Coramundra and Narrandera, via Dacey's, O'Brien's, Coman's, Timora, Quandry, Welman's Station, Ramsay's and Johnson's Station, Bolera, and Medium.	Two	do	198 0 0	31 Dec., 1874.
74 Alex. Dyce	Gundaroo	Yass and Gundaroo Post Office, via Murrumbateman, Nanima Station, and Gundaroo Township. (To travel alternately, if required, by Nanima and by Yass River routes.)	do	do	52 0 0	31 Dec., 1873.
75 J. T. Jones	Taemas	Yass and Taemas, via Warroo	do	do	35 0 0	31 Dec., 1872.
76 J. Montgomery (Cancelled: see supplementary notice.) 12s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Adelong	Tumut, Adelong, and Adelong Crossing-place.	Six	Coach, 2 horses.	175 0 0	31 Dec., 1873.
77 Wm. Paton, jun.....	Mundarlo, via Adelong Crossing-place.	Mundarlo and Clarendon, via Wantabadgery.	One	Horseback	35 0 0	31 Dec., 1872.
78 Thos. Madigan	Tumut	Tumut and Kiandra	do	do	64 0 0	31 Dec., 1874.
79 Donald M'Gruer..... (Transferred to D. M'Gruer, jun., from 1st July, 1872.)	Brungle.....	Tumut and Brungle	Two	do	40 0 0	31 Dec., 1872.
80 P. J. M'Alister and W. J. Bowen. £1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Wagga Wagga...	Tarcutta and Wagga Wagga...	Three.....	4-wheeled 2-horse coach.	49 0 0	31 Dec., 1873.
81 Jas. Gormly, T. Beveridge, and P. J. M'Alister. £4 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	do	Wagga Wagga, Urana, Jereeldene, Conargo, and Deniliquin, via Broogong.	Four	4-wheeled vehicle, 2 horses.	995 0 0	31 Dec., 1872.
82 Do.	do	Wagga Wagga and Albury, via Mangoplah, Cockindinali, and Gerogery.	Two	Horseback or by coach.	194 0 0	31 Dec., 1872.
83 W. Smith.....	Deniliquin.....	Deniliquin, Moulamein, and Balranald, via Moolpar.	do	Horseback	470 0 0	31 Dec., 1872.
84 James Donohoe	Hay	Wagga Wagga, Narrandera, and Hay, via Angel's Station.	do	do	575 0 0	31 Dec., 1873.
85 A. W. Robertson and J. Wagner. £2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	Castlemaine, Victoria.	Hay, Wanganella, and Deniliquin.	Three.....	Horseback or coach, 2 or more horses.	686 10 0	31 Dec., 1874.
86 Thos. Parsons	Hay	Hay, Maude, Oxley, and Balranald; and Hay, Maude, Oxley, and Balranald, via Gilam.	One) do)	Horseback	353 0 0	31 Dec., 1873.
87 P. Young.....	Balranald	Balranald and Swan Hill, via Tooleybuc.	Two	do	150 0 0	31 Dec., 1873.
88 Z. Burton	Swan Hill, Victoria.	Balranald, Euston, and Wentworth.	One	do	218 0 0	31 Dec., 1874.
89 Wm. Crick	Wentworth	Wentworth, Menindie, and Wilcannia.	do	4-wheeled coach, 2 horses.	570 0 0	31 Dec., 1872.

H—continued.

Contractors ¹		Postal Lines.	Frequency of Communication ²	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
90 Hy. Boran	Wentworth	Menindie and Mount Gipps	No. of times per week. Once a fortnight	Horseback	£ s. d. 214 0 0	31 Dec., 1872.
*91 James Jelly	Tarcutta	Adelong, Upper Adelong, Tumberumba, and Ten-mile Creek, via Reedy Flat and Gilmore, with a branch post to and from Copabella, Gingillack, and Welaregang.	Two	do	260 0 0	31 Dec., 1873.
92 R. Smithwick	Talmalmei, Bowna	Bowna and Welaregang, via Camberona, Wagra, Dora Dora, Talmalmei, and Merrack.	do	do	158 0 0	31 Dec., 1872.
93 Jno. Thos. Vardy, jun 94 A. O. Boyle	Ten-mile Creek... Howlong	Ten-mile Creek and Walbundrie Albury, Howlong, Corowa, and Deniliquin.	do	do	52 0 0	31 Dec., 1874.
£2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.			do	4-wheeled coach, 1 or 3 horses.	587 0 0	31 Dec., 1872.
95 F. Baker	Dight's Forest	Albury and Dight's Forest	One	Horseback	20 0 0	31 Dec., 1874.
96 H. Howard	Howlong	Howlong and Moorwatha	Two	do	30 0 0	31 Dec., 1874.
97 P. R. Brett & P. Ryall (Transferred to Percy R. Brett, from 1 July, 1872.)	Jereelderie	Corowa and Jereelderie	One	do	70 0 0	31 Dec., 1874.
†98 Jas. Black	Corowa	Corowa and Wahgunyah	Six	On foot ...	18 15 0	31 Dec., 1872.
99 A. W. Robertson and J. Wagner. £1 to be paid for every seat required by Government, other than those for Postal Inspectors and Mail Guards.	Castlemaine, Victoria.	Deniliquin, Moama, and Echuca	do	Horseback, or coach, 2 or more horses.	686 10 0	31 Dec., 1874.
100 Jas. M'Millan	Ulladulla	Ulladulla and Bateman's Bay, via Nelligen.	One	Horseback	60 0 0	31 Dec., 1872.
101 W. Lynch	Mullenderree	Bateman's Bay, Mullenderree, and Moruya. It is clearly understood that the Mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya in time to meet the steamer leaving Bateman's Bay for Sydney, the Contractor finding adequate means for both requirements.	do	Vehicle ...	25 0 0	31 Dec., 1873.
102 Wm. Willcocks	Wagonga	Moruya, Bodalla, and Eurobodalla.	Two	Horseback	44 0 0	31 Dec., 1873.
103 John MacGregor	Bega	Eurobodalla and Bega	One	do	60 0 0	31 Dec., 1874.
104 W. H. Hopkins	do	Bega, Wolumla, Merimbula, Pambula, and Eden.	Two	do	80 0 0	31 Dec., 1874.
105 Jas. M'Gregor	Bodalla	Eurobodalla and Nerrigundah	do	do	44 0 0	31 Dec., 1872.
106 Wm. Willcocks	Wagonga	Eurobodalla and Wagonga	One	do	19 0 0	31 Dec., 1873.
107 Joseph Twyford	Merimbula	Merimbula Wharf, and Post Offices, Merimbula and Bega.	do	do	29 0 0	31 Dec., 1874.
108 Wm. Shea	Pambula	Merimbula Wharf, and Post Offices, Merimbula, Pambula, and Eden.	do	do	29 0 0	31 Dec., 1874.
109 Owen Malone	Braidwood	Nelligen and Braidwood	do	Coach, 2 or more horses ...	110 0 0	31 Dec., 1873.
12s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.			do	Horseback		
110 P. Brown	Brown Mountain	Kameruka and Nimitybelle	do	do	46 0 0	31 Dec., 1874.
111 Wm. Hammond	Candelo	Kameruka and Candelo	Two	do	25 0 0	31 Dec., 1874.
112 John Slattery	Towamba	Eden and Towamba	One	do	18 0 0	31 Dec., 1872.
113 W. Mackintosh	Moruya	Moruya and Kiara	Two	do	14 0 0	31 Dec., 1873.
NORTHERN ROADS.						
1 Jno. Collins	Pitt Water, via Manly.	Manly and Barranjoey, via Brady's, Jenkins's, Wilson's, and Collins's.	One	do	32 0 0	31 Dec., 1874.
2 Wm. Irvine Coulter	Gosford	Gosford and Blue-gum Flat	Two	do	16 0 0	31 Dec., 1873.
3 Chas. C. Fagan	do	Sydney, Lane Cove, Hornsby, Gosford, and Kincumber.	do	do	215 0 0	31 Dec., 1873.
4 A. Miner	Stockton	Newcastle and Stockton	Six or more	Boat	26 0 0	31 Dec., 1872.
5 Jas. Downie	Newcastle	Newcastle Wharf, Post Office, and Railway Terminus.	Fourteen or more	1-horse cart	52 0 0	31 Dec., 1873.
6 Elisha Young	Stroud	Raymond Terrace, Limeburner's Creek, and Stroud,	Four	2-horse coach.	195 0 0	31 Dec., 1874.

* Contractor allowed £30 per annum extra, to travel via Ournie, between Copabella and Welaregang, from 1st July, 1872.

† Contractor allowed £3 2s. 10d. per annum extra for once a week additional service he has to perform from Wahgunyah to Corowa, from 1st April, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
Names.	Addresses.					
7 Jno. Langworthy ... 2d. per mile to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards. (Cancelled. See Supplementary Notice.)	Gloucester Road, via Stroud.	Stroud, Langworthy's, Gloucester, and Tinonee.	Two	Coach 2 horses from Stroud to Gloucester, and on horseback from Gloucester to Tinonee.	£ s. d. 166 0 0	31 Dec., 1874.
8 Colin Cowan	Monkerai	Langworthy's and Monkerai	One	Horseback	8 0 0	31 Dec., 1873.
9 C. Dee, jun.	Myall River	Stroud and Myall River	Two	do	36 10 0	31 Dec., 1873.
10 Joseph Blanch	do	Myall River and Cape Hawke (Clarkin's Crossing-place), via Upper Myall River and Bunyah Station.	One	do	51 15 0	31 Dec., 1872.
11 Jno. Williams	Stroud	Gloucester and Nowendoc	Once a fortnight.	do	42 0 0	31 Dec., 1872.
12 B. Tetsell	Dingo Creek	Tinonee, Wingham, and Dingo Creek.	Two	do	32 0 0	31 Dec., 1873.
13 Robert Andrews	Woodside	Wingham and Woodside, Upper Manning.	do	do	35 0 0	31 Dec., 1873.
14 George M'Cartney ...	Redbank	Tinonee and Redbank	do	do	27 10 0	31 Dec., 1874.
15 Edwd. Petrie	Dumaresq Island, via Cundletown	Tinonee, Taree, Cundletown, Ghinni Ghinni, and Croki.	do	do	55 0 0	31 Dec., 1872.
16 W. Convery	Cundletown	Cundletown and Port Macquarie	do	do	155 0 0	31 Dec., 1872.
17 Jas. M'Inherny	Port Macquarie	Port Macquarie, Huntingdon, and the junction of the Ellenborough and Hastings Rivers	One	do	49 0 0	31 Dec., 1873.
18 Chris. Felten	Kempsey	Port Macquarie and Kempsey, via the Telegraph Line.	Two	do	68 10 0	31 Dec., 1874.
19 Thos. Peterkin	Wilson's River, via Port Macquarie.	Telegraph Point and Rolland's Plains.	do	do	27 0 0	31 Dec., 1874.
20 M. Spence	Port Macquarie	Port Macquarie, Ennis, and Hursley.	do	do	34 0 0	31 Dec., 1872.
21 Chris. Felten	Kempsey	Kempsey, Frederickton, Seven Oaks, Gladstone, and Summer Island.	do	do	36 0 0	31 Dec., 1874.
22 S. Elliott	Rainbow Reach	Summer Island and Rainbow Beach.	do	do	15 0 0	31 Dec., 1873.
23 Geo. Henderson	Nambucca River	Frederickton, Fernmout, and Boat Harbour, via Nambucca and Bowraville.	do	do	150 0 0	31 Dec., 1872.
24 Chris. Felten	Kempsey	Kempsey and Warneton	do	do	18 0 0	31 Dec., 1872.
25 J. H. Moule, jun.	Serpentine Station, via Armidale.	Kempsey and Armidale, via Toorookoo, Nulla Nulla, and Ebor	One	do	80 0 0	31 Dec., 1874.
26 Wm. Cole	Tomago	Tomago and William Town	Two	do	12 0 0	31 Dec., 1872.
*27 R. J. Fitzgerald	West Maitland	Railway Station, High-street, and Post Office, West Maitland.	Fourteen, or more.	Coach 1 or 2 horses.	35 0 0	31 Dec., 1873.
†28 S. Fitzgerald, jun. ... 2s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.	do	Morpeth and Hinton	Seven	Horseback or by 2 or 4 horse coach.	13 2 6	31 Dec., 1872.
29 Robert Johnson, jun.	Clarence Town	Hinton, Seaham, Clarence Town, Brookfield, Dungog, and Bandon Grove.	Three	Horseback	129 10 0	31 Dec., 1872.
30 W. Curran	Bandon Grove	Bandon Grove and Underbank.	One	do	14 0 0	31 Dec., 1872.
31 Colin Cowan	Monkerai	Dungog and Monkerai	do	do	12 0 0	31 Dec., 1872.
32 H. Fry	Paterson	East Maitland, Largs, and Paterson, with a branch mail from and to Largs and Woodville.	Seven	Cart or coach, 1 or 2 horses	96 0 0	31 Dec., 1874.
4s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.			do	Horseback		
33 J. F. Foster	Mount Vincent	East Maitland & Mount Vincent	Three	do	36 10 0	31 Dec., 1873.
34 Do.	do	Mount Vincent and Cooranbong	Two	do	23 10 0	31 Dec., 1873.
35 F. Liston	Trevallyn, Gresford.	Paterson, Vacy, and Gresford	Three	do	32 0 0	31 Dec., 1872.
36 W. G. Sivyer	Eccleston	Gresford and Eccleston	One	do	18 3 4	31 Dec., 1874.
37 F. Liston	Trevallyn, Gresford.	Gresford and Lostock	Two	do	12 0 0	31 Dec., 1872.
38 R. J. Fitzgerald	West Maitland	West Maitland, East Maitland, and Morpeth.	Seven	do, or by 2 or 4 horse coach.	69 0 0	31 Dec., 1873.
39 R. Jurd	Wollombi	West Maitland, Bishop's Bridge, Millfield, Cessnock, and Wollombi, with branch post to and from Millfield and Ellalong.	Three	Horseback & 2-horse coach.	145 0 0	31 Dec., 1872.
40 H. Brown	Laguna	Wollombi and Laguna	do	Horseback	15 0 0	31 Dec., 1874.
41 Jas. A. Tulloch	Branxton	Railway Station and Post Office, Branxton.	Fourteen, or more.	do	20 0 0	31 Dec., 1874.

* Contractor allowed £15 per annum extra, in consequence of having to convey mails an additional twice a day, from 5th April, 1872.

† Contractor allowed 1s. per diem extra to convey mails to East Maitland, which arrive at Morpeth after the train has left there, from 4th April, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
42 Wm. Claxton, sen....	Singleton	Railway Station and Post Office, Lochinvar.	No. of times per week. Thirteen or more.	Spring cart.	£ s. d. 29 0 0	31 Dec., 1873.
43 R. Snelson	do	Railway Station and Post Office, Singleton.	Fourteen or more.	Omnibus, 2 or more horses.	20 0 0	31 Dec., 1873.
44 Jno. Hawke	Camberwell	Railway Station and Post Office, Camberwell.	Six	Horseback	42 0 0	31 Dec., 1873.
45 John Clay	Muswellbrook ...	Railway Station and Post Office, Muswellbrook.	Fourteen or more.	1-horse spring cart.	15 0 0	31 Dec., 1873.
(Cancelled. See Supplementary Notice.)						
46 Thos. Eather	Goorangoola	Singleton and Goorangoola, via Stony Creek and Goorangoola Head Station.	One	Horseback	23 10 0	31 Dec., 1872.
47 Hy. Jones	Singleton	Singleton and Fordwich	Three	do	35 0 0	31 Dec., 1872.
(Cancelled. See Supplementary Notice.)						
48 R. C. Allen	Warkworth	Singleton and Jerry's Plains, via Cockfighter's Creek, and, in time of flood, via Thorley's.	do	do	64 0 0	31 Dec., 1872.
49 Jas. O'Shea	Singleton	Singleton, Scott's Flat, and Westbrook.	Two	do	20 0 0	31 Dec., 1873.
*50 Cobb & Co.	Sydney	Railway Station, Muswellbrook, and Post Office, Armidale.	Six	4-wheel vehicle 2 or 4 horses.	2,730 0 0	31 Dec., 1873.
51 Joseph Chaffey	Tamworth	Tamworth, Manilla, Barraba, Bingera, and Warialda, via Barker's, North Bingera.	Two	2-horse covered coach.	400 0 0	31 Dec., 1873.
50s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
52 R. J. Nowland	Gunnedah	Murrurundi, Quirindi, Breeza, and Gunnedah.	do	4-horse coach from Murrurundi to Narrabri when possible; from Narrabri to Walgett by pack-horse.	720 0 0	31 Dec., 1873.
£3 7s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.		Gunnedah, Gulligal, Narrabri, Wee Waa, and Walgett.	do			
53 Wm. Braggett	Cassilis	Muswellbrook, Denman, Merriwa, and Cassilis. (Contractor will be required to provide boat at Denman.)	Three	4-horse coach.	370 0 0	31 Dec., 1874.
£2 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
54 M. Murphy	Denman	Denman and Kerrabee, via Belmont.	do	Horseback	57 0 0	31 Dec., 1872.
55 Rd. O'Neile	Quirindi	Quirindi and Pine Ridge, via Walhollow, 4 D., and Mooki Stations.	Two	do	47 10 0	31 Dec., 1874.
(Cancelled. See Supplementary Notice.)						
56 Hugh Eipper	Scone	Scone and Moonan Brook	One	do	39 0 0	31 Dec., 1873.
57 P. Morrissey	do	Scone, Thornthwaite, and Merriwa, via Wabong, and Hill's Creek.	do	do	70 0 0	31 Dec., 1872.
58 Hy. Hall	Haydonton, via Murrurundi.	Murrurundi, Yarraman, and Oaky Creek.	do	do	77 0 0	31 Dec., 1873.
59 Thos. Trotter	Cassilis	Cassilis, Turee, and Coolah	Two	do	77 0 0	31 Dec., 1873.
60 Ormonde M'Kellar ..	Coonabarabran ..	Coolah and Coonabarabran ..	One	do	55 0 0	31 Dec., 1873.
61 Julia Cockburn	do	Coonabarabran and Boggabri, via Melville Plains.	do	do	60 0 0	31 Dec., 1874.
62 W. J. Weston, jun.	Cobbora	Denison Town and Cobbora ..	Two	do	33 0 0	31 Dec., 1874.
63 Thos. Trotter	Cassilis	Cassilis and Denison Town, via Tongva and Uarby.	do	do	85 0 0	31 Dec., 1872.
64 A. M'Clelland	Nundle	Goonoo Goonoo, Bowling Alley Point, Nundle, and Hanging Rock.	Three	do	123 0 0	31 Dec., 1872.
65 Geo. Maunder	Currabubula	Goonoo Goonoo and Currabubula.	One	do	18 0 0	31 Dec., 1874.
66 Wm. M'Ilveen, jun.	Nundle	Bowling Alley Point, Dunggowan, and Tamworth, via Nemingha Flat (to travel along the Peel River).	do	do	49 0 0	31 Dec., 1873.
67 Geo. Jones	Rocky River	Uralla and Rocky River	Three	do	20 0 0	31 Dec., 1872.
68 C. Edwards, jun.	Bendemeer	Bendemeer and Walcha	Two	do	69 0 0	31 Dec., 1874.
69 Jas. King	Bundarra	Bendemeer, Bundarra, and Inverell.	One	do	115 0 0	31 Dec., 1872.
(Transferred to W. W. Fraser, from 1st Jan., 1872.)						
70 Thos. Hobson	Laura, Bundarra ..	Armidale and Bundarra	do	do	68 0 0	31 Dec., 1874.
71 Thos. C. Smith	Armidale	Armidale and Walcha, via Uralla.	do	2 horse covered coach.	48 0 0	31 Dec., 1873.
17s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						

* In consequence of the Railway extension to Murrurundi, that portion of contract between Wingen and Murrurundi cancelled from 5th April, 1872.

† Contractor allowed £135 per annum extra to convey mails twice a week by coach from 1st April, 1872, and also £20 per annum extra to travel via Armidale Crossing (Tingha), from 1st September to 23rd November, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
72 W. H. Brown	Ashford	Armidale and Inverell, via Eversleigh, Ollera, Moredon, Paradise Creek, and Newstead.	Two	2 or 4 horse coach.	249 0 0	31 Dec., 1872.
(Transferred to W. M. Stevenson, from 1st Jan., 1872.) £1 to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
73 Do.	do	Inverell and Ashford, via Byron and Buckalla.	One	Horseback	55 0 0	31 Dec., 1873.
(Transferred to W. M. Stevenson, from 1st April, 1872.)						
74 Wm. M'Kenzie	Pilliga	Coonamble, Baradine, and Pilliga.	do	do	87 0 0	31 Dec., 1872.
75 Wm. Hume	Gunnedah	Gunnedah, Tambar Springs, and Coolah, via Oakey Creek and Mellaly's.	do	do	80 0 0	31 Dec., 1874.
76 C. J. Walker	Carroll	Barraba and Moree, via Tareela, Mount Lindsay, Currangandi, Ullebarrella, Eulourie, Pallal, Derra, Banghet, Gineroi, Gravesend, Binnigi, and Baldwin's.	do	do	110 0 0	31 Dec., 1874.
*77 Geo. Shaw	Moree	Cobbadah and Moree, via Crawley's Station, Currangandi, Ullebarrella, Eulourie, Rocky Creek, Ferri-hi-hi, and Ticanna.	do	do	83 0 0	31 Dec., 1873.
78 D. N. Morrison	Wallgett	Wallgett, Baradine, and Coonabarrabran, via Bogawan.	do	do	156 0 0	31 Dec., 1873.
79 M. Reddon	do	Wallgett and Mungindie, via Collarenebri and Barrington.	do	do	99 5 0	31 Dec., 1872.
80 Malcolm Morrison	do	Walgett, Brewarrina, and Bourke, via Moorabie.	Two	do	246 0 0	31 Dec., 1873.
81 C. J. Conway	Brewarrina	Brewarrina and Brenda, via Bokira and Bree Rivers.	One	do	88 15 0	31 Dec., 1873.
82 Wm. Thompson	Wallgett	Wallgett and Brenda (Tate's Station, Culgoa River), via "Gideon's Inn," Forester's, on the Barwin and Narran River, Thorold's, on Bokhara River, and Currawillinghi.	do	do	100 0 0	31 Dec., 1873.
83 Wm. Smith	Pilliga	Warialda, Moree, and Narrabri, via Boolaroo.	do	do	119 0 0	31 Dec., 1872.
(Transferred to W. Gordon, from 22nd August, 1872.)						
84 W. G. Brand	Moree	Moree and Kunopia	do	do	70 0 0	31 Dec., 1872.
85 Geo. Lovell	Goondawindi	Kunopia and Goondawindi	do	do	39 0 0	31 Dec., 1872.
86 M. M'Cabe	Moree	Moree and Mungindie, via Curragundi, Bunaba, and Yarrawa.	do	do	99 0 0	31 Dec., 1872.
87 Wm. Hume	Gunnedah	Tamworth, Carroll, and Gunnedah.	Two	do	100 0 0	31 Dec., 1872.
88 Geo. Lovell	Goondawindi	Warialda and Goondawindi, via Gournama.	One	do	109 0 0	31 Dec., 1872.
89 John Crane	Warialda	Warialda and Goondawindi, via Oragon, Gunyerwarildi, Yalaroi, Tooloona, Mungle Creek, Coppermarenbillen, and Bogabili.	do	do	99 10 0	31 Dec., 1874.
90 Geo. Burton	Armidale	Armidale and Grafton	do	do	150 0 0	31 Dec., 1873.
91 Thos. Walsh	Casino	Grafton and Lawrence	Two	do	65 0 0	31 Dec., 1873.
92 A. W. Davison	Lawrence	Lawrence and Casino	do	do	120 0 0	31 Dec., 1874.
93 T. Borton	Casino	Clarence River Heads (Woolli), and Ballina (Richmond River Heads), via Woodburn and Wardell.	do	Horseback and by boat.	265 0 0	31 Dec., 1872.
94 Thos. Walsh	do	Casino and Lismore; and Lismore and Ballina via Duck Creek.	do	Horseback	120 0 0	31 Dec., 1873.
†95 Wm. Drury	do	Casino and Codrington	do	do		
96 R. Gollan	Woodburn	Codrington, Coraki, and Woodburn.	Two	do	52 0 0	31 Dec., 1874.
97 W. J. Gollan	do	Woodburn, Wyrallah, and Lismore.	do	do	60 0 0	31 Dec., 1873.
98 Francis Walsh	Casino	Tabulam and Tooloom	One	do	55 0 0	31 Dec., 1873.
†99 Jno. Boyd	do	Casino and Kynnumboon	do	do	105 0 0	31 Dec., 1874.
100 Francis Walsh	do	Casino and Tabulam, via Woodroowoolgin, Dyraaba, and Sandiland.	do	do	50 0 0	31 Dec., 1873.

* Contractor allowed £20 per annum extra to extend contract to Barraba, from 15th April, 1872.

† Contractor allowed £12 per annum extra to travel *via* South Casino, from 1st February, 1872.

‡ Contractor allowed £40 per annum extra to extend contract to Tweed Junction, from 1st September, 1872.

H—continued.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
*101 A. Pillar	Tenterfield	Grafton, Copmanhurst, Tabulam, Drake, Lunatic Reefs, Timbarra, and Tenterfield, calling at Etonswill, Smith's Flat, Gordon Brook, and Yulgilbar (in time of flood to travel by the surveyed road.)	Two	Horseback	£ 270 0 0	31 Dec., 1874.
102 Thomas Clark	Oban	Falconer and Oban	One	do	40 0 0	31 Dec., 1874.
103 W. W. Fraser	Glen Innes	Armidale, Falconer, and Glen Innes, via Ben Lomond Station, with branch line from Armidale to Puddledock.	Two	4-horse coach.	350 0 0	31 Dec., 1872.
104 E. Potter	Armidale	Glen Innes, Dundee, and Tenterfield.	do	do	400 0 0	31 Dec., 1872.
105 E. M. Wright	Tenterfield	Tenterfield and Ashford, via the south side of the Severn and Clifton Stations.	One	Horseback	88 0 0	31 Dec., 1872.
106 Jas. Braham	Armidale	Glen Innes, South Grafton, and Grafton, via Shambigne, Bucarimbi, Broad Meadows, Newton Boyd, and the Big Hill.	do	do	118 0 0	31 Dec., 1873.
107 W. H. Brown	Ashford	Glen Innes and Wellingrove	Two	do	35 0 0	31 Dec., 1873.
(Transferred to W. W. Fraser, from 1 Jan., 1872.)						
108 Do.	do	Wellingrove and Inverell, via King's Plains.	One	do	95 0 0	31 Dec., 1873.
(Transferred to W. W. Fraser, from 1 Jan., 1872.)		Wellingrove and Inverell, via Waterloo.	do	do		
109 Do.	do	Inverell and Warialda, via Bannockburn, Reedy Creek, and Gragin.	do	do	55 0 0	31 Dec., 1873.
(Cancelled. See Supplementary Notice.)						
110 Mary Duffy	Casino	Casino and Unumgar (Sherwood Station).	do	do	40 0 0	31 Dec., 1872.
SUBURBAN LINES.						
1 Lewis Lawrence	Watson's Bay	General Post Office and Watson's Bay, via St. Mark's and Waverley.	Six	Omnibus, 2 horses	70 0 0	31 Dec., 1872.
1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
2 J. Wiggins	Botany	General Post Office, Waterloo, and Botany.	Twelve	Omnibus, 2 or more horses.	60 0 0	31 Dec., 1872.
1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
3 W. H. Ireland	Enfield	General Post Office and Bankstown, via Camperdown, Petersham, Ashfield, Enfield, and Bark Huts.	Six	Coach drawn by not less than 2 horses, or on horseback.	46 0 0	31 Dec., 1872.
1s. 6d. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
†4 Wm. Lowe	Tempe	General Post Office, St. Peter's, and Tempe.	Twelve	Coach drawn by 2 horses.	60 0 0	31 Dec., 1872.
		St. Peter's, Gannon's Forest, and Kogarah.	Threè	Horseback		
5 Jas. Challinor	Coogee	General Post Office, Randwick, and Coogee.	Twelve	1-horse vehicle.	40 0 0	31 Dec., 1874.
1s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						
6 E. M'Namara	108, Dowling-st., Woolloomooloo.	General Post Office and Moore's Wharf, and General Post Office and Circular Quay.	On arrival and despatch of English Mails.	Spring-van and drays.	40 0 0	31 Dec., 1872.

* Contractor allowed £15 extra to travel via Solferino, from 1st July to 30th September, 1872.

† Contractor allowed £10 per annum extra, to call at Macdonald Town, from 15th November, 1872.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Amount payable to Contractor for the period.	Date of termination of Contract.
	Name.	Address.					
84	Edward Byrnes	Tanandra, near Collie.	WESTERN ROAD. Collie and Quambone, via Hadon Riggs and Ingelgar.	No. of times per week. One	Horseback	£ 55 0 0	1872. 31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st February, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
111	Thomas Clark	Oban	NORTHERN ROAD. Falconer and Oban	No. of times per week. One	Horseback	£ s. d. 40 0 0	1872. 31 Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 15th February, 1872.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contract.
	Names.	Addresses.					
*114	J. G. Webster	Taralga	SOUTHERN ROAD. Taralga and Curraweela	No. of times per week. One	Horseback	£ s. d. 9 0 0	1874. 31 Dec.
†45	John Clay	Muswellbrook ...	NORTHERN ROAD. Railway Station and Post Office, Muswellbrook.	Fourteen or more.	One-horse spring cart.	20 0 0	1872. 31 Dec.

* Contractor allowed £70 per annum extra to extend contract to Black Springs via Jerrong and Yokoborough, from 24th August to 31st December, 1872.
† In lieu of No. 45, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st March, 1872.

No.	Contractor's		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*47	David M'Gregor	Fordwich	NORTHERN ROAD. Singleton and Fordwich	No. of times per week. Three ...	Horseback	£ s. d. 35 0 0	1874. 31 Dec.

* In lieu of No. 47, Northern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st April, 1872.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Names.	Addresses.					
85	James A. Ryan	Ganarrin, Dubbo	WESTERN ROAD. Dubbo and Obley via Wambalang and the Springs.	No. of times per week. One	Horseback	£ s. d. 60 0 0	1874. 31 Dec.
*115	John M'Gregor	Bega	SOUTHERN ROAD. Eurobodalla and Cobargo	do	do ...	38 0 0	1873. 31 Dec.
†109	W. M. Stevenson	Armidale	NORTHERN ROAD. Inverell and Warialda, via Bannockburn, Reedy Creek, and Gragin.	do	do ...	70 0 0	1872. 31 Dec.

* Contractor allowed £33 per annum extra to extend Contract to Bega, from 1st May, 1872.
† In lieu of Contract No. 109, Northern Road, in general list.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st May, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
112	Irvine Coulter	Gosford	NORTHERN ROAD. Gosford and Wamberal	No. of times per week. Two	Horseback	£ s. d. 15 0 0	1874. 31 Dec.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st June, 1872.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
116	Neil Deeney	Corrowong	SOUTHERN ROAD. Delegate and Corrowong.....	No. of times per week. One	Horseback	£ s. d. 20 0 0	1872. 31 Dec.
113	Henry Purkiss	Paddy's Gully ...	NORTHERN ROAD. Oban and Paddy's Gully	Two	do	16 0 0	31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st June, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
117	Levi White	Wilton	SOUTHERN ROAD. Douglass Park and Wilton.....	No. of times per week. Three.....	Horseback	£ s. d. 30 0 0	1872. 31 Dec.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st July, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
*87	E. Hancock	Lower Turon ...	WESTERN ROAD. Hill End and Lower Turon ...	No. of times per week. Three.....	Horseback	£ s. d. 55 0 0	1872. 31 Dec.

* Contractor allowed £30 per annum extra to convey mails six times a week from 1st September, 1872.

PARTICULARS of a Contract entered into for the conveyance of Post Office Mails, from the 1st July, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
86	Peter Lena	Bathurst	WESTERN ROAD. Bathurst and Chamber's Creek	No. of times per week. Three.....	Waggonette—2 horses.	£ s. d. 150 0 0	1873. 31 Dec.
	15s. to be paid for every seat required by Government, other than those for Postal Inspectors or Mail Guards.						

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails, from the 1st August, 1872.

No.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
88	Edmond Kerwick.....	Yetholme	WESTERN ROAD. Rydal, Meadow Flat, and Yetholme.	No. of times per week. Three.....	Horseback	£ s. d. 96 0 0	1874. 31 Dec.
89	John Davison	Brown's Hill via Bathurst.	Bathurst and Glanmire via Kelso	do	do	60 0 0	1872. 31 Dec.
*7	Thomas Wilkinson	Monkerai	NORTHERN ROAD. Stroud, Langworthy's, Gloucester, and Tinonee.	do	do	£185 0 0	1874. 31 Dec.

* In lieu of No. 7, Northern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st September, 1872.

No.	Contractors'.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
90	John Kerwick	Rydal	WESTERN ROAD. Railway Station and Post Office, Rydal.	No. of times per week. Twice a night.	Horseback	£ s. d. 34 16 0	1872. 30 Sep.*
†55	Edward Cook	Quirindi	NORTHERN ROAD. Quirindi and Pine Ridge, via Walhollow, 4D, and Mooki Stations.	Two	do	56 5 0	1873. 31 Dec.

* And thereafter from month to month; Contract to terminate on one month's notice on either side.
† In lieu of Contract No. 55, Northern Road, in general list.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 16th September, 1872.

No.	Contractors'.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
91	P. Dwyer	Home Rule	WESTERN ROAD. Canadian Lead and Home Rule	No. of times per week. Six	Horseback	£ s. d. 30 0 0	1873. 31 Dec.
116	D. M'Leod—(Transferred to Mr. E. M'Kenzie M'Leod, from 16th September, 1872.)	D. M'Leod	NORTHERN ROAD. Maryland and Ruby Creek.....	Two	do	52 0 0	31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 1st October, 1872.

No.	Contractor's.		Postal Line.†	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
114	John O. Kelly—(Transferred to Mr. Edward Eccles, from 1st December, 1872.)	Casino	NORTHERN ROAD. Grafton and Solferino..... (Contractor to travel by the new line of road.)	No. of times per week. Two	Horseback	£ s. d. 100 0 0	1874. 31 Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1872.

No.	Contractors'.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of termination of Contracts.
	Names.	Addresses.					
92	Thos. Lynch	Palmer's Oakey	WESTERN ROAD. Sofala, and the Junction of Palmer's Oakey Creek with the Turon River.	No. of times per week. Two ...	Horseback	£ s. d. 49 10 0	1873. 31 Dec.
*76	Cobb & Co.	Sydney	SOUTHERN ROAD. Adelong Crossing-place, Shepard's Town, Adelong, Gilmore, and Tumut.	Six	2 or 4 horse conveyance	296 0 0	31 Dec.
117	Chas. Dec, junr.	Myall River	NORTHERN ROAD. Myall River and the Village of Forster (Cape Hawke proper), via M'Rae's Saw Mills Burraduc, and Bungwall Flat.	One	Horseback	60 0 0	31 Dec.
118	Hugh Eipper	Scone	Scone and Moonan Brook	do	do	36 0 0	31 Dec.
119	M. Morrison.....	Wallgett		Brewarrina, Talawanta, and Brenda, via Llangboyde, on the Biree, Weilmorigh Station, on the Culgoa, Tatala, Guormery, and the Biree Stations.	do	do	83 0 0	31 Dec.

* In lieu of No. 76, Southern Road, in general list.

H—continued.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st October, 1872.

No.	Contractor.		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Names.	Addresses.					
			NORTHERN ROAD.	No. of times per week.		£ s. d.	1873.
120	William Bedford	Lambton	Waratah and Wallsend via Lambton (including the delivery to the residents of letters, &c., of the Waratah, Lambton, and Wallsend Post Offices daily).	Six	Horseback	80 0 0	31 Dec.
115	John Gordon	Waratah	Waratah and Tighe's Hill	Six	do. ...	10 0 0	31 Dec.

PARTICULARS of a Contract entered into for the Conveyance of Post Office Mails, from the 15th November, 1872.

No.	Contractor's		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Name.	Address.					
			NORTHERN ROAD.	No. of times per week.		£ s. d.	1873.
120	James Thomson	Hamilton	Waratah and Wallsend via Lambton (including the delivery to the residents of letters, &c., of the Waratah, Lambton, and Wallsend Post Offices daily).	Six	Horseback	99 0 0	31 Dec.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, from the 1st November, 1872.

No.	Contractors'		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractor.	Date of termination of Contract.
	Names.	Addresses.					
			WESTERN ROAD.	No. of times per week.		£ s. d.	1874.
*50	Cobb & Co.	Sydney	Ilford, Upper Pyramul, Tambora, and Hill End, via Tabrabucca Swamp.	Three	Horseback	150 0 0	31 Dec.
93	Timothy M'Carthy	Lower Turon ...	Sofala and Box Ridge	Twice	do. ...	25 0 0	1873. 31 Dec.
121	Thomas Law	Miller's Forest ...	NORTHERN ROAD. Morpeth and Miller's Forest Post Offices (or 1 mile beyond the present site of Miller's Forest Post Office in case of the removal of that office).	Six	do. ...	35 0 0	31 Dec.
122	Thomas Caban	Bingaberry, Rouchell Brook.	Aberdeen and Rouchell Brook..	One	do. ...	12 0 0	31 Dec.

* In lieu of No. 50, Western Road, in general list.

I.

RETURN showing the number and amount of Money Orders issued, and the number and amount of Money Orders paid at each Office in New South Wales during the year 1872.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Aberdeen	103	£ 398 14 11	63	£ 412 5 6	Hunter's Hill (c)	6	£ 20 16 8	2	£ 4 12 0
Adaminaby	184	529 3 11	7	10 9 0	Inverell	2,641	16,786 4 4	205	1,222 7 0
Adelong	648	2,540 9 6	225	1,122 12 4	Ironbarks	278	1,617 8 9	144	934 13 7
Albury	340	1,033 16 9	318	1,375 16 1	Jacqua (c)	27	96 12 4	6	20 14 11
Appin	53	205 16 10	47	216 18 2	Jamberoo	57	211 0 0	18	59 11 1
Araluen	601	2,060 13 5	427	1,631 0 5	Jereelderie (c)	13	50 12 7	6	20 12 0
Armidale	941	4,484 7 7	564	2,540 5 10	Jerry's Plains (c)	22	61 17 3	2	14 0 0
Ashfield	66	221 8 2	88	327 9 10	Kelso	191	933 12 6	59	318 5 10
Ashford (c)	14	29 7 0	1	7 0 0	Kempsey	294	1,155 3 4	162	595 1 0
Avisford (h)	5	21 7 0	15	130 2 4	Kiama	650	2,424 7 7	186	561 17 10
Ballina	231	942 0 8	72	434 2 1	Kiandra	219	1,276 5 8	16	76 16 7
Balmain	243	810 12 6	239	943 0 9	Lambton (h)	72	334 7 11	8	28 6 0
Balranald	151	769 14 10	18	116 16 6	Lawrence	79	277 15 1	19	101 19 2
Barraba	135	545 2 7	43	219 5 3	Lionsville (i)	26	89 12 2	4	29 17 6
Batemans Bay	168	736 14 4	22	61 12 6	Lismore	425	1,865 11 10	57	339 9 1
Bathurst	2,484	10,590 13 2	2,185	10,787 6 7	Lithgow	279	1,233 13 4	13	46 12 6
Bega	452	1,783 2 7	142	547 6 6	Little Hartley	129	527 7 9	18	69 4 6
Bendemeer	201	972 1 3	86	448 4 8	Liverpool	185	664 16 3	190	773 0 0
Berrima	240	648 18 9	125	517 13 10	Lochinvar	79	338 10 0	256	1,168 19 4
Binalong	63	190 15 11	16	62 9 11	Lunatic Reefs (d)	159	909 6 7	35	228 3 9
Bingera	268	1,451 0 9	61	301 18 4	Major's Creek	150	520 13 10	91	332 10 1
Blayney	102	368 17 9	31	160 7 0	Manly (h)	.....	.....	2	1 2 0
Bodalla	232	1,846 10 0	7	30 11 9	Maryland (h)	.....	.....	.....	.....
Bombala	528	2,434 15 9	116	482 16 11	Merimbula	154	641 13 8	43	161 18 10
Bourke	473	2,010 4 2	78	250 6 8	Merriwa	298	1,088 7 2	38	170 7 4
Bowenfels	100	486 11 3	57	328 18 2	Milton	87	273 3 10	28	95 11 3
Braidwood	875	3,243 2 2	406	1,862 1 2	Moama	60	305 12 6	9	38 0 11
Branxton	219	1,016 3 9	207	1,164 10 3	Molong	784	5,930 17 11	58	283 11 8
Brewarrina	154	631 1 6	9	39 8 2	Monga	81	328 12 3	6	35 10 0
Bringelly	47	117 10 5	17	75 10 1	Moorooloolooloo	157	616 14 5	71	375 2 11
Broughton Ck.	125	381 17 4	22	91 9 1	Morpeth	282	1,036 9 10	305	1,470 15 2
Bundarra	221	1,033 2 9	27	98 4 4	Moruya	1,584	11,007 1 4	213	879 3 11
Bungendore	204	709 19 9	51	190 16 4	Moss Vale	194	550 11 1	71	329 14 7
Burrowa	357	1,318 15 9	84	389 15 8	Mudgee	1,702	7,765 1 9	492	2,190 15 5
Burwood (g)	6	15 0 0	9	39 15 5	Murrumburrah	193	933 9 6	36	176 11 9
Bushman's Lead (g)	140	699 7 8	17	67 7 11	Murrurundi	1,371	6,281 16 3	551	2,372 19 2
Camden	200	756 8 4	252	1,155 1 8	Muswellbrook	900	3,381 13 6	539	2,324 0 11
Campbelltown	396	1,523 12 10	263	1,146 0 7	Narrabri	414	1,870 3 10	101	506 13 10
Camperdown	46	121 19 3	60	231 9 4	Nattai	229	775 7 10	154	709 17 6
Cannonbar	82	267 15 4	18	68 13 2	Nelligen	244	885 3 0	29	133 7 0
Carcoar	432	1,615 12 1	147	629 5 1	Nerrigundah	83	310 19 6	19	81 5 0
Cargo	159	596 10 7	121	728 1 10	Newcastle	2,112	8,042 12 10	1,373	5,724 3 7
Casino	290	999 9 9	140	585 8 7	Newtown	384	1,560 5 4	458	1,602 17 0
Cassilis	665	4,676 1 8	46	203 15 0	Nimitybelle	181	614 5 10	6	15 3 8
Chamber's Ck. (f)	128	554 3 7	69	492 5 0	Nowra	109	395 0 0	31	107 0 6
Clarence Town	113	422 3 6	31	156 18 7	Numba	131	513 14 0	69	246 8 4
Coolah (h)	20	58 15 9	2	6 0 0	Nundle	501	2,652 17 5	127	853 0 10
Cooma	548	2,075 7 0	167	662 17 11	Oberon (e)	168	748 0 2	28	147 12 4
Coonabarabran	726	5,221 15 9	26	105 2 7	Obley	29	81 6 0	3	20 0 0
Coonamble	94	472 15 11	16	55 1 7	Orange	1,135	4,592 2 6	509	2,519 18 8
Coorabong	114	369 12 2	23	140 2 7	Paddington	67	213 7 6	79	282 19 4
Corowa	114	435 10 4	20	80 13 3	Parramatta	570	2,222 6 6	989	4,458 11 2
Cowra	434	2,537 0 7	53	297 16 4	Paterson	163	905 11 4	77	450 5 9
Cundle Town	30	75 7 5	21	101 14 6	Penrith	328	1,106 17 4	338	1,510 3 6
Currawang (i)	4	14 8 5	.....	.....	Pictou	206	760 9 2	98	429 2 6
Deniliquin	241	843 12 2	83	259 1 3	Pilliga (h)	32	114 12 5	.....	.....
Denman	145	413 17 11	25	91 2 1	Port Macquarie	606	2,763 8 2	147	776 6 7
Dubbo	531	2,175 9 3	185	711 3 10	Pymont	100	361 0 1	88	290 18 8
Dungog	307	1,851 8 11	84	431 11 5	Queanbeyan	624	2,376 9 6	146	788 4 8
East Maitland	481	1,726 1 5	321	1,312 6 11	Raymond Terrace	175	548 12 8	187	623 16 4
Eden	313	1,600 8 11	30	93 15 4	Redfern	186	702 4 6	206	522 5 1
Emu	58	261 5 2	64	372 7 4	Richmond	255	917 16 3	157	771 9 4
Euston	167	1,067 0 11	4	17 10 0	Rockley	251	885 10 11	22	100 6 10
Fernmount	120	458 6 10	15	68 9 6	Rocky Mouth	190	739 9 11	21	118 12 10
Fish River Ck. (l)	12	37 16 4	1	5 0 0	Rydal	389	1,458 11 10	201	1,016 13 10
Forbes	659	3,347 7 4	203	944 6 7	Ryde	51	108 9 5	34	181 18 11
Gladstone	99	314 10 8	8	31 0 7	Rylstone	143	517 9 6	34	153 6 0
Glebe	120	390 7 10	69	202 13 8	St. Leonards	82	295 11 8	31	96 12 6
Glen Innes	635	3,212 7 8	167	935 3 3	Scone	729	3,252 9 3	284	1,212 15 10
Gosford	218	892 16 11	70	345 3 1	Singleton	1,261	5,068 19 7	822	3,778 2 5
Goulburn	1,517	6,153 5 7	1,398	5,756 5 9	Sofala	480	2,208 11 8	184	968 7 8
Grafton	1,136	5,322 0 3	443	2,043 13 10	Solferino (f)	178	808 5 9	66	447 9 1
Grenfell	899	3,490 16 7	294	1,194 5 4	Stroud	292	1,560 0 6	54	294 12 4
Gulgong	2,829	12,768 9 3	988	4,684 19 3	Tambaroora	768	3,465 10 0	352	1,933 5 0
Gundagai	677	2,499 2 9	173	735 3 7	Tamworth	916	3,538 11 8	519	2,438 5 7
Gundaroo	141	449 3 4	31	183 17 5	Taralga	118	419 10 5	35	246 6 7
Gunnedah	391	1,989 13 11	66	304 10 5	Tarcutta	116	497 3 11	27	137 14 4
Gunning	231	1,173 3 0	51	286 15 9	Taree	182	600 9 7	73	285 3 5
Hargraves	203	889 4 10	223	1,734 3 7	Ten-mile Creek	236	916 5 7	15	85 5 8
Hartley	233	1,106 4 6	64	267 6 3	Tenterfield	390	1,955 19 2	175	882 12 2
Hay	315	1,373 5 11	55	225 10 10	Terara	273	950 6 6	45	194 9 1
Hexham	97	376 11 5	199	823 2 7	Tocumwal	142	1,169 4 10	6	10 16 2
Hill End	3,832	18,267 7 9	1,100	5,908 0 0	Trunkay Ck. (d)	293	1,244 6 0	96	491 15 8
Home Rule (i)	97	394 15 2	12	35 19 5	Tuena (f)	201	927 10 11	81	711 1 8

Money Order transactions—continued.

Name of Office.	Orders Issued.		Orders Paid.		Name of Office.	Orders Issued.		Orders Paid.	
	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.
Tumberumba (h)		£ s. d.	38	£ s. d.	Wellington.....	514	2,384 0 11	290	1,760 14 7
Tumut.....	523	2,061 16 0	167	709 15 5	Wentworth....	217	1,161 2 10	60	258 10 11
Ulladulla.....	73	273 14 10	41	145 12 10	West Maitland..	1,161	4,971 6 0	2,264	9,119 7 11
Ulladulla.....	73	273 14 10	41	145 12 10	Wheoo (c).....	5	13 10 9	1	10 0 0
Ulladulla.....	73	273 14 10	41	145 12 10	Wilcannia.....	107	482 0 3	19	84 13 9
Ulmarra.....	81	291 8 9	16	71 13 2	Windroyer.....	86	358 5 11	47	240 16 6
Upper Adelong..	60	205 1 11	13	119 0 0	Windsor.....	392	1,344 16 3	416	2,103 5 10
Uralla.....	547	3,289 15 6	75	316 17 0	Wingham.....	234	1,495 0 10	30	103 9 7
Urana.....	157	337 19 8	16	57 4 7	Wiseman's Ferry..	25	106 4 9	20	146 7 11
Wagga Wagga..	770	3,702 5 7	318	1,288 14 3	Wollombi.....	242	1,043 14 9	85	454 3 7
Walcha.....	310	1,317 4 11	81	454 16 2	Wollongong.....	668	2,646 11 10	341	1,421 12 7
Walgett.....	64	348 6 2	15	69 4 9	Wombat.....	83	354 9 2	12	62 19 10
Wallerawang....	451	2,873 14 2	221	1,451 7 11	Woollahra (a)...	88	253 14 8	26	115 10 8
Wallsend.....	456	1,980 10 7	157	667 2 2	Woonona.....	82	295 4 7	71	317 17 5
Waratah.....	624	2,780 16 7	272	1,157 17 5	Yass.....	678	2,439 12 1	333	1,495 18 4
Warialda.....	163	868 4 9	34	187 5 0	Young.....	894	3,610 7 10	493	2,251 7 4
Warren.....	40	209 8 10	11	46 15 5	Sydney.....	13,951	63,641 19 8	46,966	214,788 9 6
Waterloo.....	133	448 17 0	248	754 15 4					
Wattle Flat (e)	153	543 16 3	328	2,060 0 2					
Wee Waa.....	111	328 18 6	9	57 18 11					
Wellingrove...	78	338 0 9	3	6 7 6					
						87,435	393,882 2 0	79,895	366,176 0 8

(a) Established, 8th February. (b) Abolished, 15th April. (c) Abolished, 1st May. (d) Established, 1st May. (e) Established, 1st July.
 (f) Established, 15th August. (g) Established, 1st September. (h) Established, 10th October. (i) Established, 20th November.

J.

GOVERNMENT SAVINGS' BANKS.

RETURN showing the names of the various Branches, the dates of their establishment, the number of Accounts opened, the number of Accounts closed, and the total number and amount of Deposits and Withdrawals, during the year 1872; also the amount at the credit of Depositors on 31st December, 1872.

Name of Branch.	Date of establishment.	Number of Accounts open at close of 1871.	Number of Accounts opened during 1872.	Number of Accounts closed during 1872.	Number of Accounts remaining open at close of 1872.	Balances on 31 Decem-ber, 1871.	Total Deposits.		Total Withdrawals.		Balance at Credit of Depositors.
							Number	Amount.	Number	Amount.	
Aberdeen.....	11 Dec., 1871	1	11	1	11	£ s. d.	19	404 16 0	4	141 13 1	264 13 11
Adelong.....	11 Dec., 1871	1	22	9	14	8 0 0	37	140 9 3	16	114 14 1	33 15 2
Albury.....	1 Oct., 1871	14	26	14	26	122 5 11	100	329 15 11	31	180 11 4	271 10 6
Araluen.....	1 Sept., 1872		6		6		12	472 3 3			472 3 3
Armidale.....	1 Oct., 1871	1	11		12	18 1 2	22	273 17 9	3	34 5 0	257 13 11
Ballina.....	1 Sept., 1872										
Balmain.....	1 Oct., 1871	10	13	6	17	33 9 10	44	306 16 11	18	86 19 11	253 6 10
Bathurst.....	1 Oct., 1871	26	68	22	72	743 7 11	190	3,473 0 3	60	770 19 8	3,445 8 6
Bega.....	1 Sept., 1872		26		26		59	84 19 9	1	0 5 0	84 14 9
Berrima.....	1 Oct., 1871	7	16	3	20	112 16 5	46	948 6 5	8	241 1 4	820 1 6
Bombala.....	11 Dec., 1871	1	5	2	4	1 0 0	9	389 9 8	3	118 19 4	271 10 4
Braidwood.....	1 Oct., 1871	24	25	2	47	353 17 9	137	1,147 4 3	28	346 17 10	1,154 4 2
Burwood.....	1 Sept., 1872		4		4		6	4 19 0			4 19 0
Camden.....	1 Oct., 1871	4	21	2	23	34 9 9	51	1,420 19 10	12	187 5 8	1,268 3 11
Campbelltown..	1 Oct., 1871	7	19	3	23	121 3 8	54	768 15 0	12	55 18 0	834 0 8
Camperdown...	11 Dec., 1871										
Carcoar.....	1 Sept., 1872		4		3		4	49 4 11	1	3 0 0	46 4 11
Cassilis.....	1 Sept., 1872		12		11		16	133 14 7			133 14 7
Cooma.....	1 Oct., 1871	14	15	2	27	213 3 10	35	520 19 2	10	208 5 2	525 17 10
Cowra.....	1 Sept., 1872		2		2		3	7 14 9			7 14 9
Deniliquin.....	11 Dec., 1871	5	18	4	19	55 14 0	42	602 2 6	8	99 19 6	557 17 0
Dubbo.....	11 Dec., 1871		13		5	8	21	336 7 1	9	201 3 2	135 3 11
East Maitland..	1 Oct., 1871	2	6	2	6	2 10 1	17	143 12 0	3	2 13 1	143 9 0
Fernmount.....	1 Sept., 1872		10		10		11	57 14 7			57 14 7
Forbes.....	11 Dec., 1871	7	33	5	35	160 0 0	97	1,808 17 11	11	155 19 4	1,812 18 7
Gladstone.....	1 Sept., 1872										
Glebe.....	1 Oct., 1871	3	5	3	5	30 2 0	30	61 13 9	4	27 9 2	64 6 7
Goulburn.....	1 Oct., 1871	12	27	7	32	125 0 6	110	3,422 4 9	22	434 16 3	3,112 9 0
Grafton.....	1 Oct., 1871	6	14	4	16	159 0 6	40	345 5 3	14	89 9 5	414 16 4
Grenfell.....	15 Jan., 1872		76		68		272	2,886 2 3	31	229 19 6	2,656 2 9
Gulgong.....	15 Jan., 1872		40		28		190	811 14 3	27	257 9 4	554 4 11
Gundagai.....	11 Dec., 1871		11		11		35	47 12 4	2	21 5 0	26 7 4
Kiama.....	1 Oct., 1871		20		19		67	647 17 1	2	11 0 4	636 16 9
Liverpool.....	1 Oct., 1871	8	13	6	15	185 18 9	58	358 8 1	23	242 4 7	302 2 3
Molong.....	1 Oct., 1871	13	10	3	20	433 2 2	29	297 6 8	19	244 1 4	486 7 6
Morpeth.....	1 Oct., 1871	2	33	6	29	71 9 8	70	586 12 2	16	199 10 11	458 10 11
Mudgee.....	1 Oct., 1871	16	28	11	33	274 12 7	115	1,113 8 10	30	231 5 9	1,156 15 8
Murrumbidgee..	1 Oct., 1871	20	30	16	34	571 0 0	78	1,215 1 11	44	636 10 11	1,149 11 0
Muswellbrook..	11 Dec., 1871	3	33	12	24	42 2 0	75	1,012 12 1	22	332 12 10	722 1 3
Nattai.....	1 Sept., 1872		42		41		101	168 2 10	6	8 6 0	159 16 10
Newcastle.....	1 Oct., 1871	28	36	15	49	460 2 10	174	1,604 6 0	51	617 5 11	1,447 2 11
Newtown.....	1 Oct., 1871	248	136	99	283	591 18 0	1,339	1,675 2 6	211	694 7 1	1,572 13 5
Orange.....	11 Dec., 1871	5	37	6	36	107 0 0	107	688 1 4	21	173 0 9	622 0 7
Parramatta.....	1 Oct., 1871	17	18	8	27	374 3 3	80	502 11 2	35	363 1 1	513 13 4
Penrith.....	1 Oct., 1871	7	13	3	17	14 15 5	47	355 1 5	11	97 11 3	272 5 7
Port Macquarie..	11 Dec., 1871	6	37	4	39	38 7 0	98	922 8 5	12	137 4 0	823 11 5
Pymont.....	1 Oct., 1871		10		9		59	40 2 6	8	25 10 4	14 12 2
Queanbeyan.....	11 Dec., 1871		10		9		25	164 17 10	5	41 2 1	123 15 9
Raymond Terrace	1 Sept., 1872		29		28		45	456 18 3	3	29 10 0	427 8 3
Redfern.....	1 Oct., 1871	15	13	10	18	451 12 8	97	755 10 7	28	592 11 5	614 11 10
Richmond.....	11 Dec., 1871						6				
Scone.....	11 Dec., 1871		5		5		6	159 9 0	6	26 15 0	132 14 0
Singleton.....	1 Oct., 1871	113	65	11	167	291 15 9	418	2,191 17 2	52	477 11 5	2,065 1 6
Tamworth.....	11 Dec., 1871	3	28	4	27	17 0 0	68	744 6 7	13	167 6 3	594 0 4
Terara.....	1 Sept., 1872		23		22		49	654 3 11	2	13 10 0	640 13 11
Ulladulla.....	1 Sept., 1872		3		3		3	201 16 8			201 16 8
Wagga Wagga..	11 Dec., 1871	9	27	6	30	17 14 6	66	556 3 4	14	119 16 7	454 1 3
Waratah.....	11 Dec., 1871		4		4		12	99 8 9	1	8 13 0	90 15 9
Waterloo.....	1 Oct., 1871	10	30	16	24	9 4 3	111	118 6 0	26	57 10 11	69 19 4
Wellington.....	11 Dec., 1871	1	12	3	10	4 0 0	25	351 8 2	10	134 19 11	220 8 3
West Maitland..	1 Oct., 1871	9	20	5	24	131 17 9	55	1,275 1 0	16	214 3 8	1,192 15 1
Windsor.....	1 Oct., 1871	2	20	5	17	120 8 0	35	2,350 1 8	8	122 14 2	2,347 15 6
Wingham.....	11 Dec., 1871	3	2		5	3 2 0	128	65 12 5	2	19 0 0	49 14 5
Wollombi.....	11 Dec., 1871	1	5		5	5 0 0	39	63 1 0	1	0 10 0	67 11 0
Wollongong.....	1 Oct., 1871	2	41	9	34	24 2 8	88	1,911 18 10	18	198 13 8	1,737 7 10
Woollahra.....	8 Feb., 1872		64		53		299	754 15 10	19	431 12 1	323 3 9
Woonona.....	11 Dec., 1871	3	25	3	25	2 11 0	48	1,272 13 1	4	222 7 0	1,052 16 11
Yass.....	1 Sept., 1872		25		24		48	674 3 4	4	28 10 0	645 13 4
Young.....	11 Dec., 1871	5	30	3	32	18 10 0	63	503 7 2	9	141 16 5	380 0 9
Sydney.....	1 Sept., 1871	259	735	23	764	7,669 8 4	2,459	47,254 5 8	966	17,377 1 11	37,545 12 1
Totals.....		953	2,271	633	2,591	14,226 12 11	8,415	95,167 2 7	2,049	28,450 7 11	80,943 7 7

GOVERNMENT SAVINGS BANKS.

Statement of Accounts from 1st January to 31st December, 1872.

ACCOUNT of all Deposits received and paid, from 1st January to 31st December, 1872, and the expenses incurred during the year; together with a statement of the total Amount due to all Depositors at the close of the year 1872.

	£	s.	d.		£	s.	d.	
Balance brought forward from 31st December, 1871.....	14,226	12	11	By Repayment to Depositors during the year 1872	28,450	7	11	
To Cash received from Depositors during the year 1872	93,533	16	4	Balance—				
„ Interest thereon allowed to Depositors..	1,633	6	3	Warrants issued but not cashed on 31st December	£	s.	d.	
						255	11	10
				Balance as per Savings Bank ledgers on 31st December	80,687	15	9	
				Actual Balance.....	80,943	7	7	
	£	109,393	15	6	£	109,393	15	6

Explanation of Balance.

	£	s.	d.	£	s.	d.	£	s.	d.
Balance due at the close of 1872 to all Depositors							80,943	7	7
Balance at Debit of Trust Account on 31st December, 1871	13,710	15	7						
Cash remitted to the Honorable the Treasurer on Savings Bank Trust Account during 1872.....	84,868	14	0						
Interest accruing to Depositors, from 1st September, 1871, to 31st December, 1872.....	1,685	11	7						
Deduct—				100,265	1	2			
Amount refunded by the Treasury on account of repayments to Depositors in 1872	19,114	3	10						
Amount repaid to Depositors but not received from Treasury on 31st December.....	840	4	5				19,954	8	3
							80,310	12	11
Amount remaining on 31st December, 1872, to be paid to the Treasury.....							632	14	8
							80,943	7	7

Expenditure.

Salaries for 1872 £556 0 0

F. W. HILL, Controller.

SAUL SAMUEL.

Government Savings Bank Department,
Sydney, 15th February, 1873.

I certify that the foregoing statements have been examined and found to correspond with the books and accounts of the Government Savings' Bank.

Audit Office, 27 March, 1873.

C. ROLLESTON, A.G.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

TELEGRAPHIC COMMUNICATION ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE.

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
24 *April*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 24. TUESDAY, 17 DECEMBER, 1872.

11. TELEGRAPHIC COMMUNICATION:—Mr. Robertson moved, pursuant to Notice,—

(1.) That a Select Committee be appointed to consider and report as to the advisability of this Colony endeavouring to make arrangements for greater facility of telegraphic communication between the Australian Colonies and the rest of the World, and generally as to the working of our Telegraphic system.

(2.) That such Committee consist of Mr. G. A. Lloyd, Mr. Lackey, Mr. Macleay, Mr. Forster, Mr. Sutherland, Mr. Garrett, Mr. Raphael, Mr. Buchanan, Mr. Bawden, and the Mover.

Debate ensued.

And Mr. Parkes requiring that the said Committee be appointed by Ballot,—

Question,—(1.) That a Select Committee be appointed to consider and report as to the advisability of this Colony endeavouring to make arrangements for greater facility of Telegraphic Communication between the Australian Colonies and the rest of the World, and generally as to the working of our Telegraphic system,—put and passed.

Whereupon the House proceeded to the Ballot, and the Speaker declared the following to be the Committee duly appointed:—Mr. Robertson, Mr. Burns, Mr. Parkes, Mr. Tunks, Mr. Wearne, Mr. Rodd, Mr. Garrett, Mr. Lackey, Mr. Macleay, and Mr. Stewart.

VOTES No. 92. THURSDAY, 24 APRIL, 1873.

- 20. TELEGRAPHIC COMMUNICATION:**—Mr. John Robertson, 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 17th December, 1872, together with Appendix.
Ordered to be printed.

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1872-3.

TELEGRAPHIC COMMUNICATION.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 17th December, 1872, to consider and report as to the advisability of this Colony endeavouring to make arrangements for greater facilities of Telegraphic Communication between the Australian Colonies and the rest of the World, and generally as to the working of our Telegraphic System,—have agreed to the following Report,—

1. Your Committee having examined a considerable number of witnesses, consisting of gentlemen professionally connected with telegraphy in this and certain of the neighbouring Colonies; of gentlemen engaged in mercantile pursuits; and of gentlemen connected with the newspaper press,—have, after careful consideration, arrived at the following conclusions:—

2. That the advancement of Electric Telegraphy in New South Wales compares favourably with that of any other part of Australia. Our wires are more than one-third longer than those of any other of these Colonies; they have been well and substantially constructed; are in good order and repair; have cost very much less per mile; and our revenue from telegraphy is greater than that of any other of the Australian Colonies. The lines are well worked, and the officers employed here are not surpassed in expertness by any throughout the world.

3. The charges brought against the Telegraph Department of favouritism in reference to Press messages from Adelaide on the arrival of the European Mails, appear to have arisen almost wholly from misconception on the part of the gentlemen making them. Those gentlemen had been under the impression that some law, regulation, or custom had been in operation in Adelaide, limiting the number of words for each Press message sent to Sydney to fifteen hundred. The evidence of Mr. Todd, C.M.G., the gentleman in charge of the Telegraph Department in Adelaide, and that of Mr. James, the gentleman holding the same position in Melbourne, shows that such was not the case. The matter, however, is one of the past and need not be further referred to. Cable messages, which come now from Europe almost daily, have completely annihilated inconvenient competition with regard to messages from Adelaide on the arrival of the European Mails.

4. Your Committee have not been able, owing to the sudden close of the present Session, to give attention to the correspondence on the subject of alleged improper delay in transmission of several cable messages, submitted by Mr. Raphael, M.P., on the 22nd of April instant. This matter, however, with some other similar cases wherein direct contradictions occur, appearing to be wholly departmental, may well be left for the attention and decision of the Minister in charge of the Telegraph Department.

5. All the witnesses examined recommended reduction in the charges for telegraphic messages, and concurred generally in opinion that very considerably lower rates might be charged without injury to the revenue. Your Committee believe that a uniform charge of one shilling for each message of ten words throughout this Colony would be found in every regard satisfactory. The rates for intercolonial messages, your Committee believe from the evidence taken, could also be with great advantage very much reduced.

6. Some valuable evidence was received by your Committee in reference to the conduct of Post Office business, and that of telegraphy at the same offices, and by the same officers. From the statements of Mr. James, and of Mr. Todd, whose experience in Victoria, and in Adelaide, respectively, with regard to this question, is very considerable, and from other evidence your Committee are of opinion that except at minor stations such combination is undesirable, and only commendable for any station on the ground of economy.

7. The office accommodation provided in Sydney and in many of the country towns is quite inadequate even for carrying on the present Telegraphic business. The great probability, if not absolute certainty, of greatly extended business, should the charges be reduced, makes it desirable that attention should be given to the subject, as well as to that of additional wires where required, and of more operators and messengers.

8. Your Committee think it advisable also that consideration should be given to the rate of emolument now paid to the officers throughout the Department, as it is alleged that their scale of remuneration is not equal to that of the officers of other branches of the Public Service, while their period of labour per diem is much more severe.

9. With regard to Telegraphic Communication with places beyond the Australias, every witness whose testimony was given on the subject condemned the charges for messages at present fixed as being almost prohibitory, and therefore injurious, not only to the utility of the lines, but to their success as a dividend paying speculation. Your Committee recommend the Government of this Colony to endeavour to obtain the co-operation of the rest of the Australian Colonies, with the view of negotiating with the proper authorities in the case of each Telegraphic Company interested, for greatly reduced rates between Australia and Europe and the rest of the World, and that a reduction of at least one-half of the cost of such messages should be obtained even if it be necessary that a considerable subsidy be paid proportionally to population by each of the Colonies to obtain the consummation of so desirable a result.

10. Your Committee are strongly impressed by the testimony given in favour of a second line of Telegraph from Australia to the rest of the World. It appears from the evidence of merchants and professional gentlemen, who have given great attention to the subject of Telegraphy, that its use is very much limited on lines between places very far apart, unless comparative certainty of communication is guaranteed by the existence of more than one line. For example, no merchant or other person would dare to conduct his financial business with the Mother Country, as a rule, by means of Telegraphy, if depending alone on so unreliable a means of communication as a single line. This uncertainty (to say nothing of its generally depreciating effect upon the value of Telegraphy as a means of communication), it is alleged, greatly reduces the class of business alluded to, and in a variety of ways limits the number of messages along the lines.

11. Your Committee recommend that the Government of this Colony should endeavour to obtain the co-operation of all the other Australian Governments in obtaining by means of subsidy or otherwise a Telegraphic cable from Normantown, in Queensland, to Singapore, to be connected there with a line other than that through which the messages from Port Darwin pass. The evidence exhibited to your Committee makes it apparent that the cost of such a cable would not exceed (£800,000) eight hundred thousand pounds.

12. Your Committee are of opinion that the net cost of the second cable, and the reduction of the cost of Telegraphic messages to and from the rest of the World, and the cost of free public telegrams as hereinafter recommended, would not, if carefully negotiated in Java, India, and Europe, by a thoroughly competent and well selected officer, exceed an annual expenditure that could be borne with ease, and would be borne (considering the advantages to be gained) with satisfaction by the people of Australia.

13. It will be found on examination of the evidence taken by your Committee, on the subject of the desirability or otherwise of endeavouring to obtain the concurrence of the other Australian Colonies in having transmitted public telegrams from Europe periodically, exhibiting the prices current of leading Australian productions, and other information of interest and value to colonists generally, to be posted without charge at every Telegraph Office throughout Australia, that much difference

of

of opinion was elicited. The greater weight of testimony was however given in favour of such telegrams. From the evidence of Mr. James and Mr. Cracknell, it appears that messages of one hundred words each could be transmitted from England three times a week, and posted at every Telegraph station in Australia at a net cost of ten thousand pounds a year—that sum covering all charges, including necessary agencies. Should the whole of the Australian Colonies co-operate in the undertaking, and contribute rateably according to their population, the share to be paid by New South Wales would be but three thousand pounds a year, an insignificant expenditure, having regard to the great benefit secured.

14. Even under present circumstances, it appears to your Committee that the great mass of the tax payers of the Colonies can never receive back by direct use of the lines their fair proportion of the cost to the public that Telegraphy has occasioned. Such direct advantage can only, as a rule, be received by the classes that are in a position to pay for sending telegrams, and if the recommendations of your Committee involving still larger expenditure are carried out, without some provision for free telegrams of the kind indicated, the disadvantage under which the non-Telegraphing portions of the community are placed will be increased. Influenced by these and other reasons, your Committee recommend for favourable consideration, that a system providing free public telegrams from Europe to Australia be established.

JOHN ROBERTSON,
Chairman.

*No. 2 Committee Room,
Sydney, 24 April, 1873.*

1872-3.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 16 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson,	|	Mr. Parkes,
Mr. Wearne,	|	Mr. Rodd.

Mr. John Robertson called to the Chair.

Entry in Votes and Proceedings appointing the Committee, read by the Clerk.

Committee deliberated.

Ordered,—That E. C. Cracknell, Esq., be summoned to give evidence next meeting.

[Adjourned until To-morrow, at half-past Two o'clock.]

FRIDAY, 17 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.		
Mr. Burns,	|	Mr. Rodd,
	|	Mr. Lackey.

E. C. Cracknell, Esq., (*Superintendent of Telegraphs*), called in and examined.Witness handed in Comparative Statement showing the amount received for Telegrams during the years 1863 to 1871. (*Vide Appendix A 1.*)

Witness withdrew.

Committee deliberated.

Ordered,—That E. C. Cracknell, Esq., be summoned to give evidence next meeting.

[Adjourned until Monday next, at half-past Two o'clock.]

MONDAY, 20 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. Burns,	|	Mr. Stewart,
Mr. Wearne,	|	Mr. Rodd.

In the absence of the Chairman, Mr. Burns called to the Chair.

E. C. Cracknell, Esq., called in and further examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 24 JANUARY, 1873.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 29 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. Burns,	|	Mr. Stewart,
Mr. Rodd,	|	Mr. John Robertson,
	|	Mr. Wearne.

In the absence of the Chairman, Mr. Burns called to the Chair.

E. C. Cracknell, Esq., called in and further examined.

The Chairman (*Mr. John Robertson*) entered the room and took the Chair.

Witness withdrew.

Committee deliberated.

Ordered,—That S. Bennett, Esq., be summoned to give evidence next meeting.

[Adjourned to Friday next, at half-past Two o'clock.]

FRIDAY,

FRIDAY, 31 JANUARY, 1873.

In the absence of a quorum, the meeting called for this day lapsed.

WEDNESDAY, 5 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.
Mr. Wearne, | Mr. Burns,
Mr. Rodd.

S. Bennett, Esq., (*Proprietor of the Empire Newspaper*), called in and examined.
Witness handed in document relative to the subject under consideration. (*Vide Appendix B 1.*)
Witness withdrew.

Committee deliberated.
Ordered,—That S. Bennett, Esq., be summoned to give further evidence next meeting.
[Adjourned to Friday next at *half-past Two* o'clock.]

FRIDAY, 7 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.
Mr. Burns, | Mr. Stewart,
Mr. Wearne.

S. Bennett, Esq., called in and further examined.
Witness handed in copy of Memorial addressed by him to the Intercolonial Conference Delegates.
(*Vide Appendix B 2.*)
Committee deliberated.

Ordered,—That S. Bennett, Esq., be summoned to give further evidence next meeting.
[Adjourned to Tuesday next, at *half-past Two* o'clock.]

TUESDAY, 11 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.
Mr. Stewart, | Mr. Wearne,
Mr. Garrett, | Mr. Rodd.

S. Bennett, Esq., called in and further examined.
Witness produced two copies of the *Sydney Morning Herald*, and several Telegrams, in confirmation of his evidence.

Witness withdrew.
Committee deliberated.
Re-assembling of the Committee to be arranged by Chairman.
[Adjourned.]

WEDNESDAY, 12 MARCH, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.
Mr. Burns, | Mr. Rodd,
Mr. Stewart, | Mr. Wearne.

E. C. Cracknell, Esq., called in and further examined.
Witness withdrew.
Committee deliberated.

Ordered,—That Messrs. John Fairfax, P. B. Walker, J. Miles, and J. H. Heaton be summoned to give evidence at the next meeting.—Mr. Fairfax to be supplied with the evidence given by Mr. S. Bennett before this Committee.
[Adjourned to Friday next, at *half-past Two* o'clock.]

FRIDAY, 14 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Burns, | Mr. Lackey,
Mr. Tunks, | Mr. John Robertson.

In the absence of the Chairman, Mr. Burns called to the Chair.
J. H. Heaton, Esq., called in and examined.

The Chairman (*Mr. John Robertson*), entered the room, but declined to take the Chair at this meeting.
Witness withdrew.

P. B. Walker, Esq., (*Assistant Superintendent of Electric Telegraphs*), called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That John Fairfax, Esq., and Mr. J. Miles be summoned to give evidence next meeting.
 [Adjourned until Tuesday next, at *half-past Two o'clock*.]

TUESDAY, 18 MARCH, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.
 Mr. Burns, | Mr. Tunks,
 Mr. Wearne.

John Fairfax, Esq., (*Proprietor of the Sydney Morning Herald Newspaper*), called in and examined.
 Witness withdrew.
 Committee deliberated.
 Motion made (*Chairman*), and *Question*,—That the Superintendents of Telegraphs from Victoria, South Australia, and Queensland, be summoned for the purposes of this inquiry,—*put and passed*.
Ordered,—That E. Wrench, Esq., and Mr. J. R. Miles be summoned to give evidence next meeting.
 [Adjourned until Thursday next, at *half-past Two o'clock*.]

THURSDAY, 20 MARCH, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.
 Mr. Tunks, | Mr. Rodd.

Mr. J. R. Miles, (*Receiving Clerk in the Telegraph Department*), called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That E. Wrench, Esq., be summoned to give evidence next meeting.
 [Adjourned until To-morrow, at *half-past Two o'clock*.]

FRIDAY, 21 MARCH, 1873.

MEMBER PRESENT :—

Mr. John Robertson.

In the absence of a quorum, the meeting called for this day lapsed.

TUESDAY, 25 MARCH, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Garrett, | Mr. Tunks.

Alexander Stuart, Esq., (*Messrs. Towns & Co.*), called in and examined.
 Witness withdrew.
 Edward Wrench, Esq., called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That S. Murray, Esq., and S. A. Joseph, Esq., be summoned to give evidence next meeting.
 [Adjourned until Friday next, at *half-past Two o'clock*.]

FRIDAY, 28 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Burns, | Mr. Tunks,
 Mr. Rodd.

In the absence of the Chairman, Mr. Burns called to the Chair.
 Clerk *read* letter stating that Mr. Joseph was absent from the Colony, therefore could not attend the Committee for at least a fortnight; the other witness summoned not being present.
 Committee deliberated.
 Clerk also *read* a telegram from Mr. Todd, (*Superintendent of Telegraphs, South Australia*), stating that the Government had sanctioned his attending this Committee to give evidence, presuming his expenses be paid by the Government of New South Wales. And the Clerk having informed the Committee that there was no money available for paying such expenses,—

Motion

Motion made (*Mr. Burns*), and *Question*,—That the Chairman be requested to take such steps as he may consider desirable for obtaining for this Committee authority to pay the expenses of witnesses that may be summoned and examined by it,—*put* and *passed*.

Ordered,—That C. H. Hayes, Esq., J. Mullins, Esq., and Henry Prince, Esq., be summoned to give evidence next meeting.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

WEDNESDAY, 2 APRIL, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.

Mr. Wearne, | Mr. Burns.

Henry Prince, Esq., called in and examined.

Witness withdrew.

C. H. Hayes, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That T. R. James, Esq., be summoned to give evidence next meeting.

[Adjourned until To-morrow, at *half-past Two* o'clock.]

THURSDAY, 3 APRIL, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.

Mr. Burns, | Mr. Wearne.

Thomas R. James, Esq., (*Manager of the Telegraph Department, Victoria*), called in and examined.

Witness handed in Statement of Business, Victorian Telegraph Department. (*See Appendices, D 1 and D 2.*)

Witness withdrew.

Committee deliberated.

Ordered,—That W. Lacy, Esq., and Mr. John Fyfe be summoned to give evidence next meeting.

[Adjourned until To-morrow, at *half-past Two* o'clock.]

FRIDAY, 4 APRIL, 1873.

MEMBERS PRESENT:—

Mr. John Robertson in the Chair.

Mr. Burns, | Mr. Wearne,
Mr. Tunks.

Mr. John Fyfe, (*Engineer*), called in and examined.

Witness withdrew.

Mr. W. Lacy, (*Messrs. Vale & Lacy*), called in and examined.

Witness withdrew.

Committee deliberated.

Chairman handed in Letter from Mr. Cracknell, relative to the evidence given by Mr. Heaton before this Committee, with twelve Enclosures. Ordered to be printed in the Appendix. (*Vide Appendix, E and Enclosures 1 to 12.*)

Ordered,—That Mr. Jarrett be summoned to give evidence next meeting.

[Adjourned until Tuesday next, at *half-past Two* o'clock.]

TUESDAY, 8 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Burns, | Mr. Tunks,
Mr. Wearne, | Mr. John Robertson.

In the absence of the Chairman, Mr. Burns called to the Chair.

Mr. F. C. Jarrett called in and examined.

The Chairman (*Mr. John Robertson*) entered the room, but declined to take the Chair at this meeting.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

WEDNESDAY, 16 APRIL, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Burns, | Mr. Tunks,
Mr. Wearne.

Charles Todd, C.M.G., (*Superintendent of Telegraphs, South Australia*), called in and examined.
Witness withdrew.
Committee deliberated.

[Adjourned until To-morrow, at *Eleven* o'clock.]

THURSDAY, 17 APRIL, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Burns, | Mr. Macleay,
Mr. Wearne.

Charles Todd, C.M.G., called in and further examined.
Thomas R. James, Esq., further examined.
E. C. Cracknell, Esq., further examined.
Witnesses withdrew.
Committee deliberated.

Ordered,—That E. Greville, Esq., M.P., and Mr. W. E. Langley, be summoned to give evidence next meeting.

[Adjourned until To-morrow, at *half-past Two* o'clock.]

FRIDAY, 18 APRIL, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Wearne, | Mr. Burns.

Committee deliberated.

[Adjourned until Tuesday next, at *half-past Two* o'clock.]

TUESDAY, 22 APRIL, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Burns, | Mr. Wearne.

J. G. Raphael, Esq., M.P., called in and examined.
Witness *handed in* Correspondence respecting delay in Cable Messages. (*Vide Appendix F*).
Witness withdrew.
Mr. W. E. Langley called in and examined.
Witness withdrew.
Committee deliberated.

Clerk directed to forward a copy of the Correspondence handed in by Mr. Raphael this day, to Messrs. Todd, Cracknell, and James, for perusal, with a view to their making any remarks thereon they may desire.

Clerk laid before the Committee accounts received from Mr. Todd and Mr. James, for expenses incurred in visiting this Colony to give evidence before this Committee.

Resolved:—That the sum of £79 10s. be awarded to Mr. Charles Todd, for expenses incurred in attending and giving evidence before this Committee.

Resolved:—That the sum of £56 10s. be awarded to Mr. Thomas R. James, for expenses incurred in attending and giving evidence before this Committee.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 24 APRIL, 1873.

MEMBERS PRESENT :—

Mr. John Robertson in the Chair.

Mr. Stewart, | Mr. Wearne,
Mr. Burns, | Mr. Rodd.

Clerk laid before the Committee a report and plan furnished by Mr. Todd; also, Memoranda from Mr. Todd and Mr. Cracknell, relative to the Correspondence *handed in* to the Committee by Mr. Raphael, M.P., last meeting. (*Vide Appendices G 1 to G 4, and Separate Appendix.*)

Chairman submitted Draft Report. Same *read*, verbally amended, and *agreed to*.
Chairman to report to the House.

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1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

TELEGRAPHIC COMMUNICATION.

FRIDAY, 17 JANUARY, 1873.

Present:—

MR. BURNS,
MR. RODD,

MR. ROBERTSON,
MR. LACKEY.

JOHN ROBERTSON, Esq., IN THE CHAIR.

E. C. Cracknell, Esq., called in and examined:—

1. *Chairman.*] Will you be good enough to state to the Committee what position you hold in the service of the Government? I hold the office of Superintendent of Electric Telegraphs.
2. How long have you held that office? About thirteen years. I have been altogether about fifteen years in the service of this Government.
3. You have no doubt observed, from the proceedings of Parliament, the objects for which this Committee has been appointed, and I shall now proceed to make inquiries of you upon the various branches of the subject on which it may seem to me that we shall require your evidence; and the first question I shall ask you is, what are the present rates for the minimum number of words for telegrams from New South Wales to England? The minimum rate at present is £9 11s. 6d. for twenty words.
4. What are the rates from Ceylon to England? The last rate fixed was £4 5s. for twenty words; but the rate has varied considerably; it has been altered three or four times.
5. You say it has varied considerably: what has been the average of those variations? The average I should say has been about £4 for twenty words. The rate has been as high as £5 15s. for twenty words.
6. Can you state how the charge of £9 11s. 6d. is divided, and in what proportion it is allotted to each of the Telegraph Companies or Governments between here and the United Kingdom? Yes. New South Wales receives 5s.; South Australia, 20s.; the British Australian Company, £3 15s. 2d.; the Dutch Government, 4s.; the Extension Company, £1 13s. 2d.; the Indian Government, 8s. 6d.; and the Eastern Telegraph Company, £2 5s. 8d.; making together the sum I have named,—£9 11s. 6d.
7. Are you in a position to tell us what is the length of each of these lines? The length of the line from Adelaide to Port Darwin is 2,000 miles; from there to Java, by the British Australian Company's Cable, is 1,098 knots; the land line through Java is 700 miles; the Batavia Cable to Singapore is 556½ knots; the cable from Singapore to Madras is 1,809 knots; the Indian land lines are 850 miles; from Bombay to Aden the cable is 1,817 knots; from Aden to Suez the cable is 1,465 knots; the land line by the Isthmus of Suez is 225 miles; the cable from Alexandria to Malta is 927 knots; that from Malta to Gibraltar 1,025 knots; from Gibraltar to Penzance the cable is 1,431 knots; and the land line to London from Penzance is 240 miles; making in all 11,690 knots or nautical miles of cable, and 4,215 miles of land line. The cable lines are all reckoned by knots and the land lines by miles, and for that reason I have thought it better to retain the designation.
8. Will you be good enough to say whether, in your opinion, the rates charged by the various Companies or Governments throughout the different lines represent the mileage in each case? No, they do not.
9. Each Company or Government does not take its share of the total in proportion to its mileage? No, the British Australian Company gets the largest portion by far.
10. That Company, you think, gets the lion's share? They receive more for their distance than is received on any other part of the line.

E. C.
Cracknell,
Esq.

17 Jan., 1873.

E. C.
Cracknell,
Esq.
17 Jan., 1873.

11. What is your view of this matter—how is it that this Company manages to get so large a share? I believe it to be simply owing to the fact that there is no competition on that line.

12. That being the reason why they get this large portion of the total amount, how, in your opinion, might this state of things be remedied? It seems to me that the remedy would be to induce competition. Having no competition, this Company now gets £3 15s. 2d. for a line only 1,098 knots in length, whilst the Eastern Telegraph Company only receives £2 5s. 8d. for the use of a line which is more than three times the distance.

13. Is there anything in that—might it not be that this British Australian line having very little business on it, is compelled to charge these high rates in order to make it pay; whilst the Indian line has so much business that it may be fairly able to do the work cheaper—in that regard, and looking at the difference of charge from that point of view, do you see anything to warrant so extreme a difference of charge? Nothing that I can see.

14. Are there any other of these lines besides that of the British Australian Company which receive more than their share, computing by mileage? No, I think not.

15. The other lines are comparatively reasonable in their charges? Yes.

16. And it is only in the case of the British Australian Company that there is anything objectionable in the charge? Yes, their proportion is certainly far too high.

17. Can you suggest any mode by which this Company might be induced to reconsider their tariff of charges upon their line; or rather what, in your opinion, would be the best mode of obtaining a reduction of the present high rates? In my opinion, the best mode would be to subsidize the line, so that the Government would have a voice in fixing the tariff of charges; or there is another alternative, and that is to construct a competing line from Normantown.

18. To subsidize the line would be not so much to reduce the charge in so far as the Company was concerned, as to throw a large proportion of it upon the Government; so that I presume your opinion is that the real remedy for the present state of things would be the construction of a line to Normantown? Yes, if it were not considered too expensive.

19. And the distance by way of Normantown would not be so great as that by way of Port Darwin? The distance would not be very much shorter, as you would have to go very nearly over the same ground,—it would be about 2,600 miles. The line should be taken from Normantown, *viâ* Macassar and Borneo, to Singapore.

20. Apart from all this, and putting aside these means of coercion which the Colony has in its hands, might there not be devised some plan by which the British Australian Company might be induced to reduce its charge to a much lower rate, and yet be able to give to its shareholders or proprietors the same return upon their outlay as they now receive? Yes. I believe that this Company would be very willing to accept a subsidy, and to reduce its rates one-half.

21. But apart also from the subsidy—is it not likely that a reduction of the present high tariff would so increase the number of messages between these Colonies and England that practically the Company would receive as much money as they now do at the higher rates? I think there would be an increase in the number of messages if the price were reduced; but whether there would be the same amount of revenue derived from the line I am not prepared to say.

22. But the number of messages would be increased? Most undoubtedly.

23. I presume then that the only course to be taken in order to obtain a reduction of the present high rate of charge would be for our Government to put itself into communication with the Directors of the British Australian Company? Yes, it would of course be necessary to do that.

24. And you think also that the real difficulty which exists in the way of a general reduction of the charges between here and England is to be found in the fact that the lines now in existence might not, under a reduced rate, return so much money to their shareholders as they now do? Yes, I think that they might not turn in the same revenue at first, if there were a large reduction, but they would do so after a bit. Another difficulty, however, might perhaps be found in the way, and that is that the lines nearer to Europe are now all fully occupied, so much so as not to be able to undertake additional business. If their business were very much increased they would have to lay duplicate cables in order to keep up with it.

25. If these lines are so much occupied as to require a second line to meet any additional business, that would imply that the present lines are fully employed, and being so, it may fairly be assumed that they pay. Assuming this to be the case, and that there is work offering for another cable, would it not appear reasonable that such a cable would bear its own charges? I certainly think that the Companies, if they have good business-men at their head, when they see that their line will not carry the number of messages coming to them, would not hesitate about increasing their carrying capacity.

26. You have given a good deal of thought to this matter, I believe? I have.

27. Having thought over the matter, are you in a position to suggest any course by which a reduction of the charge between this Colony and England may be secured, and secured in such a way as that the directors or shareholders of these lines shall join willingly in the reduction? Yes, I think it might be done by negotiation; by sending some competent person, representing this Government or representing the several Governments of the Australian Colonies, I think some arrangements might be made satisfactory to all parties.

28. Suppose then that the whole of the Australian Colonies were, through their Governments, to unite to take action in order to obtain this reduction, and that they selected a competent man—one fully able to deal with the question, and one who fully understood the Australian interests in relation to the question—if such a man were sent to negotiate with the different Governments and Companies, do you think it likely that some arrangements would be made, by which might be brought about a considerable reduction upon the present charges, and in such a way as not seriously to interfere with the immediate income derivable from the lines? Yes, I believe that the Companies would be very glad to come to some arrangement of the kind.

29. Then suppose the whole of the Australian Colonies—New South Wales, Victoria, South Australia, Queensland, Western Australia, and New Zealand—though I presume we ought not to expect very much from New Zealand at the present time; but suppose these Colonies were all to unite in giving a subsidy to these lines, in the same way as they join in giving a subsidy to the P. and O. Company, for the Ocean Mail Service, what amount of subsidy do you think would be required? I think it could be done for £30,000 a year, and have the present rates reduced one-half. 30.

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30. So that instead of paying £9 11s. 6d. for the twenty words, what would the charge be? About £4 15s., or perhaps as low as £4 10s. for twenty words.
31. Have you taken into consideration, in making this calculation, that there would be a greatly increased business on the lines under the reduced tariff as compared with what there is under the present rates? There can be no doubt but that the reduction would increase the business considerably; under the present rates, messages to England are much too expensive to become general.
32. Then the initiation of such a system might be made by at once reducing the rate for twenty words to £4 10s. if the Australian Colonies would only unite in giving a subsidy of £30,000? Yes.
33. And supposing such an arrangement to be made, how would you apportion the several portions of the subsidy to be paid by the respective Colonies? That might be arranged upon the same basis as that of the Ocean Mail subsidy; or, what would perhaps be fairer, it might be apportioned in accordance with the number of messages sent by each Colony during some given period of (say) six months.
34. And it might be arranged every six months in accordance with the number of messages forwarded from each Colony during the six months preceding? Yes, that would no doubt be the fairest way of settling the amount after the plan had been worked for a while; but at going off there must be something to start with, and some given period (say six months) would have to be taken as a basis.
35. Then, as I understand you, you are of opinion that the best mode of proceeding would be to send some competent person to negotiate with the various Companies—Now, how would you propose that he should proceed? I think that the Intercolonial Conference, now about to meet, would be the best body to deal with this portion of the question. I see no difficulty in the way of dealing with the Governments of the several Australian Colonies; the difficulty would be in dealing with the Indian Government, and with the several Telegraph Companies.
36. Suppose that even the reduced charge of £4 10s. for twenty words were higher than the people generally would feel disposed to pay for a message to England; or, assuming that an arrangement could not be made with these Companies for reducing the tariff, or that the Colonies would not all join in effecting this arrangement, do you think any arrangement could be made by which a Governmental message might be sent from London daily, and posted at every telegraph office throughout the Colony as soon as received,—in the same way as shipwrecks, arrivals of vessels, and changes in the weather, are posted at these offices at the present time:—do you think that you could carry out a system by which a press message of (say) 150 words of general information, interesting to the public at large, might be posted daily at every telegraph office in the Colony? Yes, this might be done by appointing some responsible person in London to prepare the messages to be sent, and by stipulating that such person should be held responsible for the information forwarded by him.
37. What responsibility would you expect from him—of course he would be expected to act honestly, but then his message would not be so much an indication of the actual fact, as a notice to call the attention of the public to it; thus, in telegraphing the prices of shares or produce, the message would not be regarded as an absolute notification of the price, but would be for the purpose of calling the attention of those interested, and of inducing them to communicate with England in order to ascertain what the prices really were? What I mean is, that he should be well paid, and should be a responsible man who would not be likely to mislead the public by false information.
38. Suppose that it should turn out that this compiler of messages should be a man who would mislead the public by his quotations, would not his chance of doing this be very small, and would not the harm he would be likely to do be very small as compared with the every-day advantage of the information to all persons connected with the buying and selling of goods, seeing that they would have the opportunity, when their attention was once called to the change in prices at Home, of referring to their friends for information on the subject? Yes, that would no doubt be the effect of it.
39. You think then that if a competent officer were appointed in London, to furnish by telegraph information of a kind to be indicated to him—I mean, of course, that the class of information should be indicated to him—that the plan I have alluded to might be carried out? Yes, I think so.
40. And of course the office of this person would be open to the Agent General of the Colony, or to the Agents General of the Australian Colonies, should they join in the scheme, so that they could arrange for sending any further telegrams to their respective Governments on subjects which might be of a political character,—such for instance, as the likelihood of a war, or any other matter in which they might concur in sending a joint telegram to all the Colonies? Yes, I think the Agent General should have some control over this office, at all events to the extent of sending confirmatory messages in relation to any great public event.
41. How many words do you imagine that this message would require to consist of, supposing it to be sent daily, on alternate days, or weekly, as the case may be, in order to convey a fair day's news, consisting of such matters only as would be of interest to the Colony? I think 100 words would give all the information required, if sent two or three times a week.
42. Suppose the Governments of the Australian Colonies were to devote (say) £3,000 a year to the payment of these messages, would that be sufficient, do you think? That would be under the reduced rates you speak of?
43. Yes? I have made a calculation by which I find that under the present rates £4,800 a year would furnish a message of 100 words bi-weekly, that is, without the agent's charges for compilation.
44. Which would probably be £1,500 a year more? Yes, they would come to that, as he would have to pay for the collection of information.
45. So that a sum of about £6,000 a year would pay for all that is required, even at the present high rates? Yes.
46. And the expenditure of that sum would enable us to have this information posted every day at every telegraph office throughout the Colony? It would.
47. You now, as I understand it, publish, or rather post at your telegraph office in Sydney, the arrival of any ship at Brisbane? We do.
48. Or at Melbourne? Yes.
49. And you post also information as to the weather, or when rain falls on the Namoi, or Liverpool Plains, or Riverina? Yes.
50. I suppose you are aware that the posting of this information has a very material effect upon prices—that the reports of the arrival of a vessel must naturally affect insurance, whilst the intelligence that there is

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is rain on the road naturally affects the price of stock, so that all these things which you now do have a tendency to interfere with trade? I would not say "interfere"—I would rather say "assist."

51. That is my meaning. I say interfere—in the light of assisting? Yes, that is the case.

52. But the effect is this—a person seeing a message posted at your office that rain has fallen at Fort Bourke has his attention drawn to the circumstance, though he has no claim upon your department if your information is erroneous; but his attention is drawn to it, and if he is interested in the matter, and wants to know accurately what has taken place, he has only to telegraph to his agent to learn all particulars? Yes, that is the effect of it.

53. The Government is not held responsible for these messages, any more than it is held responsible for hoisting the storm signals? It is not.

54. When the Government raise those signals, they are not supposed to pledge themselves to the certainty that there will be a storm, but they merely do it to warn persons that there is a probability of a storm occurring? That is the object with which they are raised, and they have been found of very great advantage to the shipping.

55. So with the posting of the arrivals and departures of vessels,—any person seeing the arrival of a vessel notified by telegraph, if he is interested in the vessel, will at once telegraph to his agent for information? Yes. The posting not only gives information to the public, but also brings business to the office, by means of the messages which it causes to be transmitted for the sake of learning fuller particulars.

56. In the same way any person buying or selling 200 or 300 bales of wool would not conclude his bargain if he saw a telegram of a rise or fall in the London market, but would send a message to England to inquire further into the matter? Yes. Such information would doubtless have the effect of regulating business transactions to a very great extent.

57. The reason I have asked you all these questions is, that many persons are under the impression that the Government, if it entered into this public telegraphing, would be bound by the information it made public. Now, what I want to know from you is, whether the Government, or you as the head of this department, consider yourself responsible for the entire accuracy of every piece of information you now publish, whether it be that rain is falling on the Darling, or that a ship has arrived at Port Denison? No, certainly not. We give the information as nearly correct as we possibly can, and, coming from our own officers, we assume it to be so; but, having given the information, we leave it to those interested to make further inquiries if they think fit.

58. You merely call their attention to the circumstances? Yes, and leave them to do the rest.

59. So that as regards the price of shares, or of tin, copper, or wool, or the promulgation of any matter of great public interest, you would merely publish particulars as the best information in your power to obtain, whilst individuals who invested in these matters might either act upon your information, or, if they saw any reason for doubting it, might telegraph for themselves? Yes; or this question of the responsibility of the department might be met by the insertion of a special clause in the Regulations, setting forth that we did not hold ourselves responsible for the correctness of the information, or liable for any damage that might ensue from its being incorrect.

60. Have you not that immunity now; for instance, if I am an underwriter of a ship which is on its way to Batavia, and I see posted in your office a telegram stating that she is lying off Cape York, when I know, from being an underwriter, and having full information of her movements, that she is in Torres' Straits, I do not hold your department responsible for the statement, but what I do is to telegraph to Cape York to discover the correctness of the information? Yes. The Government do not hold themselves responsible for the correctness of the intelligence; all they do is to take proper precautions to make the information as accurate as possible.

61. I suppose you are aware that as the line is now worked the small man is placed in an unfavourable position as regards the large man, as thus: I am a miner, and I have a parcel of tin ore which I desire to sell. I offer it to a merchant in a large way of trade, but in making our deal he has an advantage over me, for he has his telegram informing him of the latest prices in England, whilst I know nothing about English prices. The man who deals largely can afford to pay these high rates for telegrams, whilst the man who has only one transaction cannot? That is no doubt the case.

62. It has been asserted that telegrams sent from London do not come here in the order of their date—in the order in which they are lodged in the London office—that, in fact, there is favouritism shown—that some telegrams lodged in the London office come here earlier than those which have been lodged in the same office long antecedent to them. Do you know anything of this? I do not know of any case of the kind; I do not think that such is really the case.

63. What is the practice with regard to these telegrams—to the mode of forwarding them? In this Colony?

64. We want to know, as far as it is in your power to tell us, what becomes of these telegrams from the time they are handed in at the London office to the time they reach here; if you cannot tell us about what is the course in the London office, tell us about that portion of the line which you do know about? I can answer most unmistakeably as to the course pursued within the Colony. Messages are sent in the order in which they are received, and under the regulations framed for our guidance, one of which regulations is that messages shall be forwarded in the order in which they are received.

65. When you say the Colony, do you mean the Colony of New South Wales or the Colonies generally? I allude to the whole of the Australian Colonies.

66. And is that rule strictly carried out by the operators in the several offices? It is, unless in the case of messages relating to the business of the State, or to the arrest of criminals,—these take precedence of all other messages. Under the Act the operators are liable to a penalty of £20 if they should infringe this rule. The 8th clause of the Act provides "that all messages shall be transmitted and delivered in the order in which they are received by the manager or other officer in charge of the station at which they shall be received; except that messages relating to the arrest of criminals, the discovery or prevention of crime, or any other matter connected with the Administration of Justice, and all Government despatches, when so required, shall have priority over all other messages; and every officer offending against this section shall be liable to a penalty not exceeding £20, to be recovered before any two Justices."

67. Then if a message is delivered to the London office at a particular time, and is not sent on until after those which have been lodged in that office long anterior to it, it is a matter out of your jurisdiction, and you can give us no information as to the circumstances? No, I do not know how they come between London and Port Darwin; but I have written to ask for information relative to the delay in some cases which has been brought under my notice.

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68. Would it not be a right thing for you or for the Government to do, to communicate with all these Companies, so as to bring out the cause of this very improper conduct, and to show how the delay has arisen and where? Yes. As I say, steps have been taken for the purpose. In all these matters we can only be guided by the rules laid down in the Rome Convention, and which they are bound by and work under; and upon this point I would say that we ought to send an accredited agent to the next Telegraphic Convention, so as to get our lines placed under the rules of the Convention.

69. Their Convention then does not relate to these lines in Australia? No, not at all; but we ought to be under the Convention.

70. Then if anything is wrong, you think that to remedy it, the best course would be to send an envoy to represent the Colony at the next Telegraphic Convention? I do. The next Convention is to be held at St. Petersburg.

71. When? In 1875.

72. It has been alleged that messages for the Press coming here from other Colonies are in certain instances treated with somewhat of favouritism;—that, in point of fact, facilities are given for the transmission of messages sent to one or more newspapers, in a way that is not shared by the newspaper press generally? That is not true—most certainly not true as regards the working of the lines under my charge.

73. What do you do with regard to the order of transmission of messages between Colony and Colony? Precisely what I have already stated,—messages are sent on in the order in which they have been received; but the news by the mail *via* Suez being the most important, has had precedence over ordinary intercolonial messages. For the news received by the Suez mail precedence is given, in the order in which the news is lodged, to the amount of 1,500 words.

74. Suppose a firm to consist of three or four persons, partners in it,—could each one of them claim to send 1,500 words? No, they certainly could not.

75. Or suppose a newspaper office to publish three or four different papers, could the proprietors of that office claim 1,500 words for each paper? No. The messages do not come through to any but one paper—if you are alluding to the *Herald* newspaper.

76. Yes, that is what I mean. There is no use beating about the bush, as you have heard as well as I have, the allegations which have been made against the department? The fact is, as regards the *Herald*, that on the arrival of the Suez mail, two messages are lodged—one is sent to the *Herald*, and the other to Gordon & Gotch.

77. Gordon & Gotch are not newspaper proprietors? No; but they are telegraphic agents, and supply telegraphic news to country papers. I should have thought that your department would not have given to these telegraphic agents the opportunity of shutting out another paper from receiving information which had been forwarded to its rivals, and that the messages being regarded as Press messages would be sent only to those who would print them? No; the telegraphic agents, as they supply news to the country papers, are entitled to receive Press messages. Greville & Co. receive these messages equally with Gordon & Gotch.

78. Neither have they any newspaper? No; but, as I say, they are telegraphic agents, and furnish news to the country Press. Besides, you have only to look at Reuter to see that these agents are recognized elsewhere.

79. But these messages, being Press messages, ought to go into some paper? So they do. These telegraphic agents belong to the Press; they are the agents by which the news received by them is distributed to newspapers in the country to be published.

80. So that it comes to this: if the *Herald* is five minutes at the office sooner than any other paper, it takes 1,500 words for itself and 1,500 words for Gordon & Gotch, and these words have to be put through before any other paper can receive a message, and, as a matter of fact, the *Herald* generally does contrive to be first? I can explain that. The *Herald's* message is compiled on ship-board, on the passage between King George's Sound and Adelaide; so that, on the arrival of the branch steamer at Adelaide, it is ready for transmission at once. The message for the *Empire* is not compiled till the steamer reaches Adelaide; consequently it is sure to be considerably after the *Herald's*.

81. I am not talking about the *Empire*, but about Gordon & Gotch's message, which is made to take precedence of Press messages? Their message is compiled on board the steamer, in the same way as the *Herald's*, and they are both brought ashore by the same messenger.

82. Then does it not seem to you that this assumes very much the appearance of a monopoly; because if the *Herald* messenger is allowed to bring ashore a message for Gordon & Gotch, might he not, if the *Herald* people so directed him, bring ashore twenty messages for transmission, and so shut out another paper from getting any message at all? That is a matter for the South Australian Government to deal with.

83. I am only asking you these questions to see if there are really any grounds for the allegation which has been made that these lines are virtually monopolized by one firm in this city, who take not only 1,500 words for themselves, but also 1,500 words for a newspaper agent. What is the use of limiting the length of the message to 1,500 words if the limit can be got over in this way? The only thing I can see is to establish a third line. There are now two wires available for the transmission of messages; but there is no additional line available, or they might all be sent through.

84. So that if you had three lines available, you would have no difficulty in sending on a third message, so that all might be delivered at the same time? The *Empire* could have the third line so long as there was no other message to precede it; but the real cause of delay is that the *Empire* message is compiled in Adelaide, so that the *Herald* message being compiled on board the steamer is sure to be first received, and of course first sent. I have known instances where the *Herald* message has been put through before the *Empire* message has been received at the Adelaide Office.

85. It is no matter about the time, for if they are only five minutes, or two minutes behind the *Herald*, the *Herald* message goes first? Of course; but that is the law. The message that comes first must be sent first.

86. You have spoken about two lines which are available, but I understand there is a third line. Why could not the third message go along that line? Because it is kept for local business, and for the transmission of news to the local Press of the interior.

87. But if there were an arrangement by which the third line could be used, the *Herald* people would only have to send three copies of their message instead of two; and then the *Empire*, if it were only one minute behind the other, would be kept out quite as much as it is at present? I am not aware that the third line has ever been used for this purpose; it is kept, as I have said, for local business. 88.

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88. But suppose we had six lines instead of three, what is there to prevent a great and wealthy paper like the *Herald* from monopolizing the use of the whole of them, merely by the employment of other names, as the name of Gordon & Gotch is used? I do not think that anything of that kind would be done.

89. Yet, let us look if that is not virtually the case at present. You say that the same message comes to the *Herald* for one and to Gordon & Gotch for another, and that one message comes to Greville & Company;—you are aware that this message gets into the *Herald*? I am aware that the message to Gordon & Gotch does.

90. Then this regulation of yours —? It is not a regulation of ours, but of the South Australian Government.

91. No matter whose it is, the regulation restricting the message to 1,500 words is mere waste paper, owing to these means of taking up the lines? It is hardly to be expected that the South Australian Government will keep a line waiting for the *Empire* message, whilst they have one in their office ready to go.

92. But what is the use of this limit, when the regulation can be evaded so easily,—why retain it? I really see no advantage in doing so.

93. The number of words is really unlimited by the system adopted, whereas there is a pretence of limiting the length of the message to 1,500 words? Yes, that is the case in South Australia; we have no limit here.

94. I suppose that in the event of the Government going in for a daily telegram from England, such as we have been speaking about, there would be no difficulty about arranging that their message should have precedence of all others on the line? I should imagine not; but that would be a suitable subject for the decision of the Conference.

95. What I want to know is this—Have the South Australian Government a regulation by which the length of any one message for any one newspaper is limited to 1,500 words? Yes, that is one of their rules.

96. But this rule is so far overridden, that one great firm in this city not only takes the 1,500 words allowed it, but also gets through another 1,500 words by using the name of another firm? Yes, that is the case as regards the *Herald*.

97. Then is it really any limit at all, seeing that it is so easily got over? There is no law, I believe, to limit the number of words which may be sent in one message.

98. But there is a regulation, and even as a regulation it is nothing more than a pretence? It does not prevent the *Herald* from getting more than 1,500 words.

99. It is a dead letter so long as they can get some other firm to take their message on for them? Yes, if the line is available they can do so.

100. And you think a third line would prevent this monopoly? A third line would give the *Empire* a greater chance of competing.

101. You say there is a third line, but that cannot be used for the Suez mail telegram, because it is required for local messages? Yes.

102. Is there anything in the law or the regulations which permits press messages to take precedence of all others? There is not.

103. Are you sure of that? Yes; except on the arrival of the Suez mail, and that is a regulation made by the South Australian Government.

104. There is an impression that there is some such regulation, I know; but beyond this, it is asserted that Reuter & Co. have so much influence with certain Telegraphic Companies that it enables them to push aside all messages which do not come through their agency—Can you give any idea how this idea has got abroad? I was certainly not aware of it; if it exists I cannot account for it; I can only say that Reuter & Co. have no such influence over these lines.

105. Have you ever had any reason for thinking that this influence exists, and is used upon any of these lines which connect us with England? No, and my opinion is that these Companies are managed by gentlemen who would be quite incapable of wilfully allowing any message to be detained or sent out of order. I do not believe that such practices exist. I know that the time on the messages is not to be depended upon, and mistakes often occur in the transmission of a.m. for p.m., which would account for a difference of 12 hours; besides this, the *Herald's* European messages are sometimes compiled in Bombay, and are timed from that place; in my opinion no dependence can be placed on the time of receipt of the telegrams said to be from London.

106. Are you aware that in England the Government have taken over the whole of the Telegraph lines in the Kingdom, and that the main reason for their doing so was that Reuter & Co. had become so strong that they had virtually got all the lines into their own hands? I know, of course, that the British Government have purchased all the telegraph lines in England, but I have never heard what you have stated given as the reason for their doing so.

107. Are you not aware that this was stated in the course of the debate upon the subject,—that that was the avowed and published opinion of the Home Ministry, and that was the main ground on which the Government recommended that the lines should be taken over and be made the property of the State? I have never seen any such statement as that in print, nor have I ever heard of it before this moment.

108. Can you tell us what are the rules and regulations which are supposed to govern the working of the Companies' lines between England and Port Darwin? They are worked under the rules of the Rome Convention, which was held in 1872.

109. Those rules would then apply to that portion of the line on which you say there is the highest amount of charge? Yes, the Convention applies to the whole line as far as Port Darwin, but not to the Colony.

110. Can you give us any information with regard to this Convention? I have here the published rules as agreed to.

111. Perhaps you will be good enough to read to us such portions of it as you think will be of interest to us? I will with pleasure:—The first, under Article 12:—"Messages of the same rank are transmitted by the original sending stations in the order of their deposit by the senders, and in the intermediate offices in the order of their reception." The next is Article 15:—"When an interruption to communication occurs during the transmission of a message, the office beyond which the interruption exists immediately despatches the message by post (as a prepaid registered letter) or by quicker means if available. It is addressed, according to circumstances, either to the nearest telegraph station able to continue its transmission

mission by telegraph, or to the receiver direct. As soon as communication is re-established it is transmitted afresh by telegraph, unless its receipt has been previously acknowledged, or unless, in consequence of an exceptional pressure of messages, its retransmission would be manifestly injurious to the general traffic." The next is Article 39:—"Every rectifying or completing message, and generally every communication exchanged with a telegraph office relative to a despatch already transmitted or in transit, is charged for in accordance with the rules of the present Convention, except such communication shall have been necessitated by an error of the Service." Article 41 is to the following effect:—"The charge for collecting is equal to half the charge for the message, each fraction of a quarter of a franc being equal to a quarter of a franc." Article 42 declares that "The charge for an acknowledgment of a receipt is equal to that of a single message (one rate)." And Article 43 says—"The charge for prepaid replies and acknowledgments of receipt, to be transmitted elsewhere than to the original sending station, is calculated according to the rate applicable between the points from which the reply or acknowledgment of receipt is to be transmitted, and the place to which it is addressed." I do not think that there are any other matters in the Convention that I need trouble the Committee by reading.

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112. It has been alleged that, from 1863 to the present time, or to the end of last year, there has been substantially no increase in the revenue of our Telegraph Department, whilst there has been at the same time a large increase in the mileage of wire, and a large increase in the population of the Colony—Can you give us any idea of how this has come about? That is easily explained, and it in no way affects the management of the lines. Each year since 1863 has been a year of depression; every branch of the Public Service, every public institution, and every private firm suffered in the same manner as our department, and consequently business did not increase. I have brought with me a return showing the telegraphic receipts for each Colony, in each year, from 1863 inclusive to the end of 1871, and this I beg to hand in. (*Appendix A 1.*)

113. Was there any particular prosperity in the year 1863 that could account for the telegraphic revenue being so much higher in that year than in any subsequent year? Yes, I think the Colony was more than usually prosperous in that year. But we are not alone in this falling off in the telegraph receipts, for the Victorian Telegraphic Department shows it in even a more marked way than ours does. We have not much of a falling off, but in Victoria the falling off has been very great. By a reference to the paper I have put in, you will see that I have drawn a comparison between our telegraph revenue and that of Victoria during the first six months of last year; and as their population is one-third larger than ours, whilst our telegraph receipts were actually larger than theirs, I think the fact speaks strongly in favour of our lines.

114. Then, having put in that return, you desire further to state that, with a less population than Victoria, the telegraph receipts of New South Wales have been greater than those of that Colony? Yes. The population of Victoria is 731,528, whilst that of New South Wales is 503,981; and yet the telegraph revenue of the latter, from January to June, 1872, was £25,512, whilst that of Victoria was £24,521.

115. An impression exists that the charges in the Colony for messages passing through stations within the four corners of our own Colony are unwisely high, and that if we reduce the price to some charge more within reach of all, we shall induce a more general use of our lines for the purpose of correspondence—Have you thought over this matter, or are you prepared to give any opinion upon it? Yes; I shall be prepared to propose a reduction of the present charge to a uniform rate of 1s. for ten words, so soon as we have lines sufficient to carry the messages.

116. What extent of lines will you require to enable you to do this? We shall require about 1,300 miles of extra wire.

117. No additional posts? No.

118. Any more insulators? Yes. All we shall require will be brackets, insulators, and wire.

119. And what would these 1,300 miles of additional wire cost? I have estimated that they will cost £23,400 at the present rate of wire. The price of wire is very high just now.

120. If the reduction were made, would the revenue from the Telegraph Department be greater or smaller than it is now? I do not think the revenue would fall off, except, perhaps, just at first. It would be just about the same, I imagine, but with a largely increased business.

121. So that there would be virtually a sacrifice of £23,000 on the part of the State, in order to give greater convenience to the public? Yes, that would be the position.

122. *Mr. Rodd.*] Does it not seem to you that the convenience of the public is more to be considered than mere profit, in such a department as yours? Yes, I look upon it in exactly the same light as I do the postage rate.

123. *Chairman.*] There have been some reductions made already in the charge for telegrams in the Colony? Yes, there was a reduction made in 1870 to a uniform rate of 2s. to all stations beyond a certain distance.

124. Was there any falling off in the receipts in consequence of that reduction? Yes, at first there was; but owing to the activity in mining matters which set in shortly after, the falling off was soon made up.

125. To what extent were the reductions made? To some stations the reduction amounted from 4s., to others there was a reduction from 3s., whilst some were not reduced at all. For a certain distance round Sydney the uniform rate was fixed at 1s.

126. Seeing then that there has been no falling off in the revenue consequent upon the first reduction, would you now be prepared to recommend a further reduction? It would be useless to do so, because our lines would not be able to carry the business which we should have to do to keep up the revenue; we have great difficulty in keeping pace with the business already.

127. You have generally as much work as you can do? Yes, quite as much as we can do; we can do no more unless we worked all night.

128. Then why not work all night, and so increase the business? Because of the expense it would entail. Besides that, people might not be satisfied to have their messages detained all day in the office in order to be sent on at night. Then again, there would be a difficulty in the way of delivering the messages at night; it would necessitate an extra operating staff.

129. In what way would working at night cause any great additional expense? It would entail the necessity of appointing a double staff.

130. If you increase the wires as you propose, you would, in addition to the expenditure of £23,000, have to employ an additional staff? Yes.

131. What would be the cost of that additional staff? I have made that calculation in view of this alteration, and I estimate the additional cost at £3,000 a year.

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132. That would be in addition to the capital which would be sunk? Yes.
133. But if you retained your present wires only, and put on an additional staff so as to work all night, what would be the cost under that arrangement? For thirty stations, being the most important, £4,500 per annum would be required for a night operator at each; if all the stations are opened day and night, the annual expenses would be about £12,000 above the present estimate.
134. And assuming that we had the additional wires which you have recommended, would you be in favour of a uniform rate of 1s. to all stations throughout the Colony? Yes.

MONDAY, 20 JANUARY, 1873.

Present:—

MR. RODD, | MR. STEWART,
MR. WEARNE.

JOHN FITZGERALD BURNS, Esq., IN THE CHAIR.

E. C. Cracknell, Esq., called in and further examined:—

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135. *Chairman.*] You have stated that you consider the charges made by the British Australian Company to be too high? Yes.
136. What course would you recommend the Government to take to try and get these charges reduced? I think the only plan would be by negotiation; either by the Agent-General of the Colony waiting on the Directors of the Company, or by the Government sending Home some accredited agent to undertake the matter.
137. Do these charges appear to you to be excessive? Yes, I think they are; that is, according to the rate charged on other lines.
138. With regard to the telegrams of news received from England, by way of Adelaide:—Mr. Robertson has asked you a number of questions relative to some supposed favouritism on that line, by which some particular journal is allowed to obtain a message indirectly as well as another directly—in fact, that they get through 1,500 words for themselves, and another 1,500 words through Gordon & Gotch,—and you have given a reason why the *Herald's* message is always before that of the *Empire*;—now I want to know how it is that you know that the *Herald* message is prepared on board the branch steamer? I know it from my own personal knowledge. I came up on one occasion in the branch steamer from King George's Sound, in company with the gentleman who was employed to prepare the message, and I saw him actually engaged in getting ready his message against the arrival of the steamer at Adelaide.
139. And it is owing to this that the *Herald* is able to get an advantage over the *Empire*? Yes, because the *Empire's* message is prepared in Adelaide after the arrival of the steamer.
140. With regard to Gordon & Gotch—I understood, from the tone of Mr. Robertson's questions, that that honorable gentleman took exception to the practice by which private firms are allowed to receive telegrams as Press messages: now, is it not the case, within your own knowledge, that we have telegraphic firms established here for the special purpose of distributing news for publication? Yes, it is a regular business.
141. Gordon & Gotch are engaged in that particular business? Yes, and have been for years.
142. Has it been their habit to retransmit to the different newspapers in the interior, the telegraphic information which they themselves received? It has.
143. Can you see any reason why Gordon & Gotch should not receive telegrams as Press messages, the same as others do who are in the same line of business? There can be no possible reason why they should not. Any person who lays himself out for that business ought to be entitled to precisely the same privileges as are possessed by others in the same line of business.
144. Then if Greville & Co. were to receive a message and to supply it to the *Empire*, I suppose they would be entitled to do so, quite as much as Gordon & Gotch are entitled to supply the *Herald*? Yes, quite as much.
145. Or any other firm engaged in the telegraphic business would be equally at liberty to make terms with the *Empire*? Certainly.
146. I believe that most of the telegraphic business in the United States is done through telegraphic agencies? Yes, nearly the whole of it. There is also a Press Association there, for the collection and distribution of telegraphic news; and I believe there is something of the same kind in Great Britain.
147. An allusion has been made to the firm of Reuter & Co.—Do you think that that firm has any advantage in the transmission of messages, in so far as this Colony is concerned? None at all; it could not possibly have a chance of advantage here.
148. If the firm has no advantage here, has it any on any of the other lines between this and England? I know the firm has no such chance here, and I do not think they have any on the other lines.
149. Are you aware that a complaint has been made that a message lodged in the London office for the *Empire* was not received until after a message forwarded by Reuter & Co. to the *Herald*, although Reuter's message was lodged after that of the *Empire*? Yes, I know that such a statement was made in the House.
150. Can you tell how a thing of that kind is likely to arise? Yes; I believe it arises from the fact that, in the case of the *Herald's* message, the time was taken from its forwarding from Bombay, and the writer who prepared this for the Press makes it appear as if the time was from London; in fact, the time is given as from London, when it should have been from Bombay. That might account for the matter; at the same time, as I do not know the circumstances, I am not prepared to say that such is the case.
151. Do you know whether the *Herald* is in the habit of receiving their London message from Adelaide by the same line of wire as the *Empire* receives their message? It is only occasionally that the two messages come by the same wire. The *Herald* always receives its telegram through Melbourne, having some arrangement with the *Argus*, by which the message goes first to the *Argus* and then comes on to the *Herald*. On the other hand, the *Empire* message always comes by the direct line, except upon occasions when there may be an interruption on it, and then, of course, the message would have to come round by Melbourne. This has been the case on several occasions.

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152. Which of these two lines is the speediest for the delivery of news? The direct route, of course.
153. And you say that the *Empire* messages are received by the direct route? Not all of them. Sometimes they are sent by one line, sometimes by the other. It all depends upon whether there is any interruption to the circuit on the direct line; in that event, the message would be sent round.
154. I believe that in one case a message for the *Empire* was detained on the line between Wentworth and Sydney, through the line being interrupted? Yes, and on one occasion a message of theirs was detained at Wentworth.
155. How did that happen? The message was received by the Adelaide operator at his end of the line on the boundary of the Colony, and was handed by him to our operator to retransmit on to Sydney; but some interruption occurred on the line between Wentworth and Sydney, and our operator was unable to get the message off until the following morning.
156. When messages are received by you, are they sent out from your office in the same order as that in which they have been received? Yes, as nearly as we can possibly do it. We have, of course, to regulate the rounds of the boys engaged in delivering, but they are sent out as nearly as possible in their order of receipt.
157. Mr. Robertson has suggested to have a public telegram published twice or three times a week, and this, according to your estimate, would entail an expenditure of something like £6,000 a year; but if the public are to be taxed for telegraphic purposes, would it not, in your opinion, be better to subsidize the service right through, so as to give the whole public the benefit of the expenditure? Yes; and I think I said as much in my previous evidence, in answer to Mr. Robertson's questions. You might subsidize the existing lines, or what would be far better, offer a subsidy for a new line altogether.
158. In what direction would you recommend a new line to go? From Normantown to Singapore, by way of Macassar.
159. Have you estimated what such a line would cost? Yes; somewhere about £800,000.
160. What Governments would join us in incurring so large an expenditure? Queensland would be only too ready to do it. But if the two Colonies joined, they would not have to bear the outlay of this large sum of money; all that would be required of them would be to guarantee an interest of 5 per cent. on the outlay for a certain number of years. If we had a second line, there would then be constant communication either by one line or the other. With one line you are never safe, and without a moment's warning you may find the communication cut off by some accident for six or eight months.
161. However, you are of opinion that it would be better to subsidize even the present lines, than to have a public message? I would certainly very strongly recommend, in the first place, to endeavour to reduce the present rates, either by competition or by subsidizing the present lines; but a second cable will be required.
162. Do you not think that the public are already sufficiently informed by the telegraphic news which appears in the public papers? I do not; I think the public are very badly informed of what is going on; judging from the telegrams which appear in the daily journals.
163. In what way do you think that the newspapers fail to give information? Taking the markets as an instance, we are sometimes a fortnight without receiving any intelligence of the English markets, or the prices of stocks, minerals, and produce.
164. You think that the information telegraphed to the Press is not sufficiently full to satisfy the public? Yes, I have heard very many complaints to that effect.
165. But do you not think that that is a complaint which will cure itself? Yes, after a time it may; when the agents who supply the news get well settled to their work, and begin to find out what it is that the Colony really requires.
166. Would it, however, be deemed advisable for the Government to interfere and go to the expense of a public telegram, merely because the newspaper agents do not understand their work? No, certainly not; I think the first thing is to cheapen the rates.
167. Suppose the Government to contract to supply these public telegrams in the way suggested, and that they get the Governments of the other Colonies to join them, would not that involve them in some difficulty, in the event of their agents supplying false information, and causing loss to individuals? Not if the plan was adopted I have already recommended, which is for the Government to declare at the outset that they take no responsibility in the matter, that they do not guarantee the accuracy of the information, and that the public must take it only for what it is worth.
168. But if you give information by which an individual may suffer severe pecuniary loss, would not the Government be held responsible for that loss? No, I do not think they would. We are not held responsible for what we publish now, arrivals, shipwrecks, weather; we say, in effect, that these are matters which have been reported to us, and after that we leave people interested to deal with the matter as they may think proper.
169. However, in preference to this public telegram, you had rather see a subsidy of the line? That or the construction of an additional line. I would very strongly urge upon the attention of the Committee the desirability of having an additional means of telegraphic communication with England, as I am perfectly convinced that is our weakest point, and that we shall suffer for it some day.
170. Then you would strongly recommend another line? Yes; one line is certainly not sufficient for such an important line of communication.
171. Is it your opinion that the receipts from the Telegraphic Department are on the increase? Yes, during the last year they have increased considerably.

WEDNESDAY, 29 JANUARY, 1873.

Present:—

MR. STEWART,
MR. WEARNE,MR. RODD,
MR. BURNS.

JOHN ROBERTSON, Esq., IN THE CHAIR.

E. C. Cracknell, Esq., called in and examined:—

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172. *Mr. Burns.*] I want to know particularly what you think about the amalgamation of the post offices and the telegraph offices—are you of opinion that the amalgamation is to the advantage of the public? No, on the contrary, I find that it works very prejudicially to the interests of the Telegraphic Department.

173. Do you know how it was that the offices first came to be amalgamated? They were amalgamated on the score of economy more than anything else, but I fail to see that that object was effected.

174. Is it found more economical? I think not.

175. Has it been less so? I can hardly say. I don't think it has been more economical, but I should not like to say that it has been more expensive.

176. But speaking from your own experience, is it disadvantageous to the working of the offices? Yes, decidedly so.

177. I want you to state how the inconvenience arises? There are various causes; first, there is not sufficient control over the officers; when engaged with post office business, the officer is not available for telegraphic business. In many cases this causes vexatious delay in the transmission of messages, and that works to the disadvantage of the public.

178. How do you mean there is not sufficient control? If, for instance, we want to send an officer on line duty, he is not available for that purpose, because the post office cannot be left. It very often happens that a line is interrupted a short distance from an office, and if the officer could go out he could effect the repairs in a very short time; but he cannot leave the post office, and a stranger has to be employed if one can be got.

179. You don't object to the Telegraphic Department being placed under the control of the Postmaster General, but you object to the amalgamation of the offices in the country districts? Yes. There is no objection to the control of the Post Office Department—not the slightest—but the great objection is to the two offices being amalgamated in the country districts.

180. Is it not a fact that in a good many country districts the operators are only partially employed? Yes, in some offices that is the case.

181. Their whole time is not occupied? No, but they must be in attendance to perform their telegraphic duties.

182. And when you want them they are engaged in the post office? Yes, and the telegraph has to wait. When the mails are being made up in these places, it is often the case that the entire circuit is thrown out for an hour, or perhaps more.

183. Would the expense be much increased by the separation of these offices? No, I think not. I don't see that the additional expense would be very great, as the same number of men have to be employed as it is to do the work properly.

184. I want to know what is the practice in England with regard to the telegraphs and post offices—are they amalgamated there? Partially. The Telegraph there is at present under the control of Mr. Scudamore, who was one of the Under Secretaries of the Post Office. The small towns are worked under the sub-office system—that is, they have separate wires for themselves, and have sub-circuits which have nothing to do with the main circuits. They found the old system so prejudicial to the main lines that they had to establish separate circuits.

185. Have you been called upon to report on the practice of amalgamating the offices here? Yes, I submitted a report on the subject not long since.

186. Is your report against the practice? Yes, it is against it as far as these Colonies are concerned, and I gave my reasons in the report for coming to such a conclusion.

187. Can you give us a copy of that report? Yes, I think so.

188. Have you got it with you now? Yes. I hand it in if the Committee wishes it. (*See Appendix A 2.*)

189. And this is your report on the utility or advantage of combining the two offices in the country districts? Yes, it is.

190. We have been told that there has been no increase in the revenue from telegraphs for several years up to the year 1872—how does that arise? I think it arises from the general depression since the panic of 1866.

191. You think there has been a general depression of business since 1866, and that that has prevented any increase whatever? Yes, I think so, up to 1871.

192. You would think then that the cause of the increase in 1872 has been owing to the large mining developments? I think that the excitement in reference to mining pursuits, and the general progress of the Colony, have caused the increase. At some stations the receipts have increased from £17 a month to £170 per month.

193. When did this increase commence? It commenced early in the year.

194. Did it commence at once, with the commencement of the year? I don't think January shows much increase, but it commenced early in the year.

195. Departing from that matter—can you tell us anything about the comparative cost of the lines in the neighbouring Colonies and the lines in this Colony—are we paying more than the other Colonies are paying? The capital invested would afford the best criterion. The capital invested in New South Wales at the end of the year was £212,000; that would give a rate of £34 14s. per mile. In Victoria the capital invested is £330,000, giving a rate of £82 10s. per mile.

196. South Australia? I have not been able to learn.

197. Queensland? Nor in the case of Queensland either.

198. Then, comparing New South Wales with Victoria, what is the number of miles of wire in operation in each Colony? In New South Wales, 6,117 miles of wire; Victoria has 4,000 miles; Queensland has 3,368 miles; and South Australia, 3,691 miles.

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199. Have you sufficient knowledge of the Queensland lines, without stating absolute facts, to say whether those lines are carried out cheaper than ours? No, they are not.
200. Nor in South Australia? No, they are not. We have cheaper lines and more of them, and they are well and substantially built lines; in fact, quite as much so as the lines in the other Colonies. But there is one thing to be said,—we are favoured with timber in this Colony as a rule.
201. What have they in New Zealand? I have little knowledge of the New Zealand lines; we are not in direct communication with them.
202. I think I asked this question before, but I see it here again—I think I inquired whether or not you are aware that certain telegraph-masters are employed as newspaper agents? No, I am not aware of it.
203. Is it permitted? Certainly not.
204. Such a thing would not be allowed? No, it would be stopped at once; it would be contrary to the rules of the department.
205. During 1872 you say there was an increase of business, and therefore an increase of work—Can you give some idea of the work done by the operators? During 1872 they were overworked at most of the mining stations—at Inverell, Glen Innes, Tenterfield, Hill End, and Tambaroora. In fact, in some places the staff have been worked fourteen or sixteen hours a day, including Sundays.
206. Do they receive any additional pay? Yes, they are allowed 2s. per hour for overtime; but that scarcely pays a man for injuring his health.
207. From what time does their overtime commence? From 6 o'clock at night.
208. And they are allowed 2s. per hour? Yes.
209. And you think that is insufficient, considering the unreasonable hours they are kept up to? I think so, because many of them are broken down in health, owing to the continual pressure of business.
210. Did you apply for aid? Yes, I did.
211. What was the answer? That the matter should be taken into consideration when the Estimates were passed, and that has been done; we shall be able to carry on now.
212. But no assistance was given then? Yes, as far as was available without money being voted. The Ministry are anxious to carry on the department properly.
213. Were additional people employed? No funds were available.
214. Would you be good enough now to depart from that matter, and offer (if you can) to the Committee any suggestion, or any recommendation you can make, to bring about the use of the Telegraph by the people, by which the Telegraph can be made more popular and more extensively used? Yes, I think giving additional wires, and of course appointing additional operators to work them, would meet the requirements; and then we could make a reduction in the charges—which must come sooner or later.
215. Then if you had additional wires and additional assistance at the more important stations, you would have such an increased amount of work as would enable you to considerably decrease the charges without loss to the Revenue? I think so. We may require additional accommodation in the chief office, which is quite unsuitable at present.
216. Is there not adequate provision made in the new Post Office? Yes, it will be adequate for our present requirements, but I anticipate such an increase of business that the accommodation there will in a short time be quite inadequate.
217. You think that in a few years the business will increase so much that you will have to ask for another telegraphic office? I think so.
218. Assuming you had more wires, more assistants, and the Government lent itself to a greater amount of telegraphing, with an increased staff, then you would require a sufficient office in the city to carry out these improvements? Yes, it must come to that in time.
219. I don't know whether I have asked you the question before, but I wish to know how it happens that when you send telegrams after the usual hour for receiving them, you charge 50 per cent. more for them: if you can send the messages, is there any necessity for this tremendous increase? The system has been in force for many years, and it was done to keep the business as much as possible in the day-time, because a night business would not pay for a double staff; it does not pay to keep a staff on all night.
220. If there were enough business to allow of your having a division of hours, you would be able to send the night telegrams much cheaper? I don't think the night business would pay even then for a double staff. The intercolonial lines might pay, because they are long lines, connecting important centres of population.
221. But do you know that in all instances where messages have to be sent to Newcastle, or the Hunter, the steamboat carries them almost as soon as the telegraph, unless you allow night business? That will not be the case now, because there is a new line, and you can exchange messages with Newcastle now in five minutes. Of course, if the night business would pay, I would recommend that the 50 per cent. charge should be taken off.
222. But if the staff were increased? The additional staff, if appointed, would be in Sydney, and you would require an additional clerk at the country stations only.
223. Would that greatly increase the cost? It would be a large charge when you came to deal with all places throughout the Colony.
224. What would the cost amount to? Newcastle alone would cost about £150 per year, and then you would require a messenger besides.
225. And what would you pay him? About £50 per year.
226. But you get paid for carriage of messages? No, we deliver messages free within a radius of a mile; we make no extra charge for messages delivered within a mile of the office.
227. Going away again to another branch of this matter, I would like to have your opinion as to the communication with the Mother Country by cable: what is your view with regard to the necessity for laying another cable from Normantown to Singapore—I don't fix any particular place, but the most convenient place? My opinion is that we should arrange for a cable at once.
228. What would be the cost? The cost of a cable to Singapore would be about £800,000.
229. I think you have already given evidence on this point? Yes, I have already made some statements relative to this matter.
230. With regard to this cable; you think it is required—for what reasons? It would not only produce competition, and thus lead to the reduction of the rates, but it would give us increased facilities of communication with the rest of the world.

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231. I am sure you must have given considerable thought to the question of the overland line from Port Darwin to Adelaide. It seems to me, when once you leave the Roper, you may have a line to Carpentaria—the real difficulty is at the Roper, because there you enter Central Australia? There are not only difficulties there, but there are also difficulties between the Roper and Port Darwin, for there they catch the full force of the north-west monsoon, and there are severe floods too, and when the country is under water the lines cannot be repaired; that, I fear, will be the case soon, but the floods are rather late this year.

232. Are you aware of an intention to carry out a line from Normantown to the head of the practical navigation, contemplating that a wire might be carried with comparative safety to near that point on the Roper, and that we might continue the line by way of Queensland, leaving one line to go across, through Central Australia to Adelaide, and the other line to come by way of the Roper, and thence join the Queensland line—that was proposed, was it not? Yes, by the last Government.

233. Tell us what you think would be the cost of a line from the head of the navigation on the Roper, continued down and crossing the soft parts of the gulf, going up to Normantown and continuing the system—what would be the cost of that cable? That cable would cost about £120,000; but an extra cable will be preferable.

234. As against £800,000 the other way? Yes.

235. Then by that means we should have two lines to rely upon in Australia, and the only portion of the line that would be single would be the portion between Port Darwin and the Roper? The land line would be single there, but still there would be only a single cable from Port Darwin to Java; and it would cost £120,000 for a cable to cross the gulf.

236. Then against that scheme you think that while it might do away with the difficulties of crossing Central Australia, it would not do away with the difficulty of having only one cable; and you think there are difficulties in the overland line between the Roper and Port Darwin? Yes, there are dangers there.

237. There are two kinds of dangers—there is great danger from monsoons and also from floods? Yes.

238. And probably from the natives also? Yes, there is danger from the blacks, and from the droughts also in dry weather.

239. How would these difficulties be obviated by having a cable direct to Singapore at a cost of £800,000? My opinion is that, by carrying the line to the Roper, you would not provide that competition which is necessary to reduce the rates; but by providing another cable throughout, you would gain that object.

240. But have not these people, who are supposed to have power over the Australian cable, power beyond Singapore? Not if the system is completed as I believe it will be—that is, if the line is brought down from Calcutta to Singapore, as proposed. That will give us direct communication with Europe, without going over these people's line at all, or being under any obligation to them.

241. Would the cost of messages be decreased or increased? I believe it would decrease the cost.

242. And enable this Singapore cable to live? It would be a governmental cable, guaranteed by the Colonies interested.

243. From all the Colonies? Yes, with the exception of South Australia; you could not expect South Australia to join. It would be between New South Wales and Queensland, and perhaps Victoria, if they would come in; they would of course be invited to join.

244. These Colonies would have then to pay the interest on £800,000? Yes.

245. What would that amount to? That would be about £40,000 a year, divided among the Colonies.

246. Then you think that is the true solution of the difficulty, if all the Colonies will do that? I think that is the best way of bringing about an entire change of tariff.

247. Have any promises been made that the Governments of Australia will not go into a competitive line? No, there was no concession made whatever; the cable was landed without any concession being made.

248. Did not some of the Colonies think that they were jockeyed in that matter? I have no doubt they were, for it seems that Captain Noel Osborn suddenly decided to stay in Adelaide and bind the bargain there.

249. And the Queensland people were wroth about the matter, and the New South Wales people tried to pacify the parties and come to an adjustment? Yes, that was attempted to be brought about by the late Government.

250. Then if New South Wales, Victoria, and Queensland desire to get rid of this monopoly of which so many people complain, they can do so by guaranteeing £40,000 a year for a cable direct to Singapore, and going away thence to join the proposed Calcutta line? Yes.

251. And to have nothing whatever to do with this other line at all? No.

252. Do both lines go to Calcutta? No, the other line goes to Madras.

253. But there is communication between the two places? Oh yes. The new line would cut out the present line altogether.

254. Would it be more speedy? It is more direct; but there would be more land line, and there would be about the same speed. Messages would be sent as speedily one way as the other.

255. I want you now to tell us what condition the lines throughout the Colony are in? The lines, with few exceptions, are in a very good condition, the poles are in good order, the insulators are good, and the instruments are the very best. The instruments are the same as those ordered by the Post Office Telegraph Department in Great Britain; they are from the same firm.

256. Has proper precaution been taken to secure the durability of the poles? Yes, they are tarred and charred. There is one thing I should like, and that is to have the poles seasoned; but of course that cannot be done without increasing the cost of the lines.

257. I remember that we were carrying out certain telegraph lines when I was first in office, and I observe lately that the poles have been pulled down and others put up—Is not that a short time for these poles to last? No; that is fifteen years.

258. I have observed that the poles on the South Head line have been renewed, and I believe those on the western line also? Yes, in the case of the western line the poles have been replaced by iron ones, and placed along the railway line; they have not been removed on account of their decay.

259. Do you put the poles in the fire? Oh yes, they are always charred to get rid of the sap.

260. I was up the country a short time ago, and saw the pulling down of a fence that was put up fifty years ago, and that fence was as sound as a bell? Yes, but then it was made of the best split timber, and these poles are merely saplings.

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261. But the posts of this fence were not charred? But they were of split timber, which the telegraph-poles are not.

262. Will they not stand for a considerable time if you do not char them? No, my experience is that if you leave the sap in, a fermentation takes place, and causes decay; but if you drive the sap out you prevent that fermentation to a certain extent, though you cannot prevent it altogether. That is the object of charring the poles.

263. You are of opinion that our telegraph works have been carried on judiciously, having care for the public interest from the first? I think, from the time the poles have stood, the timber has been well selected. The life of a Baltic pole in England is only seven or eight years.

264. But our timber is of a different kind? No doubt.

265. It should last forty or fifty years? Not saplings.

266. *Mr. Rodd.*] Can you say whether there are any offices in this Colony not paying interest on the outlay? Yes, several. Many of them are kept up for line-repairing purposes; for instance, that at Kyamba is kept up more for maintenance than for anything else.

267. Are you aware that females are employed in the telegraph offices in the Old Country? Yes, very largely.

268. Have any facilities for the employment of females been given here? There is no room in the present building for the purpose, but in the new building there will be rooms for teaching both men and women. I propose to recommend to the Government that the suburban lines—those between Sydney and the suburbs—be worked entirely by females.

269. You are in favour then of employing females? Yes, where you can do so judiciously; but it is not right to mix up males and females together.

270. How many suburban offices are there? Three at present; but there will be one at every principal suburb when the Estimates are passed.

271. Is there an office to the south of the city? Yes, there is one at Redfern.

272. Can you say whether messages are ever detained through the insufficiency of the staff at the head office in Sydney? Yes, sometimes unavoidably detained. Sometimes an immense number of messages come in at the same time, and the boys are all out delivering them, and thus delays are caused. They are not frequent, but they do occur sometimes. At other times, when the lines are all sending messages, you will find the messengers all sitting in the room doing nothing.

273. Can you say whether any European or American Government give any subsidy to the Telegraph, for the purpose of giving gratuitous information to the public? I don't think it is done in America or Europe,—not by paying a direct subsidy. In America the lines all belong to Companies. These Colonies are so differently situated that the case is totally different.

274. I think I understood you to say that the amalgamation of the post offices and telegraph offices was not a success? I don't think it has been a success in any part of the world.

275. Are all the country offices amalgamated with us? No, not all; only a few.

276. Were there special reasons for the amalgamations that did take place? I think not. As vacancies occurred it was tried as an experiment to see whether any saving could be effected.

277. Do you know what buildings were erected with the post office and the telegraph office all in one? Yes; they built a room for the telegraph office,—that's all.

278. The offices are not amalgamated in Bathurst, Goulburn, and those places? No.

279. You don't think they should be? I think not; I think it would be prejudicial to the service.

280. Do you know whether any mining district has lately petitioned the Government for a telegraph line to be given them, offering to guarantee the outlay? Yes, I believe the inhabitants of Solferino wanted a line to be constructed on that principle.

281. Are you aware of anything of the kind in the Western District? No; I believe the Western District is well supplied with lines except Cowra, and that is not an important place.

282. Are you aware that Trunkey Creek has asked for a line? Yes, some time ago, but not lately. When I say lately, I mean not within the last few weeks.

283. *Mr. Burns.*] Speaking about the returns from telegraph lines in the Colonies, do you know what the return has been in Victoria and the other Colonies in proportion to the capital? At what time?

284. Say in 1871? In Victoria they have always made a loss, but in this Colony they have always made a surplus.

285. *Chairman.*] Including the interest? No, not including the interest. This year we have a surplus of about £13,000.

286. *Mr. Burns.*] The income has always exceeded the expenditure? Yes.

287. What is the interest returned on the capital invested? It is hard to say. I can tell you what the receipts were. In 1871 the receipts were £2,000 over the expenditure, and that gives about 1 per cent. on the capital invested.

288. With reference to the non-increase of the revenue up to 1871, it appears that we have 6,000 miles of lines, and that Victoria has only 4,000 miles. Is not the scattered population here one reason for not getting such good returns here as in Victoria? The receipts here are better than in Victoria. I think it is more a question of population than length of line. In Victoria they have a larger population and more centred, but still we have done better than Victoria.

289. Have you not had many extensions to districts with a sparse population, without any large immediate return? Yes.

290. Would that account for the revenue not having increased in 1871? Yes, that would to some extent.

291. Has it not been the policy of the Government to extend telegraph lines without much reference to the immediate returns? Yes, and that is a principle I have always advocated,—that we should give the public as much accommodation as possible, so long as the line was not a burden on the public.

292. That is one reason why our lines did not show a large return for the years preceding 1872? Yes, that was one reason for there being no large increase.

293. Last year the revenue was far in excess of the expenditure? Yes, about £15,000, without the intercolonial balances, which will probably bring it to £2,000 more.

294. How much interest would that be on the capital invested? I think somewhere about seven and a half per cent.

295. And this policy of extension is still being pursued by the Government? Yes.

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296. I believe you have always advocated the extension of a line to all parts of the Colony where you saw that the expense would not exceed the income? Yes, I think that appears in some of my reports.
297. With regard to the 50 per cent. on late messages: after what hour is this 50 per cent. charged? After 6 o'clock at night.
298. On Press messages? No, not on Press messages.
299. The object is to make people send their messages in the day-time? Yes, when there is a sufficient staff to transmit them.
300. I believe the lines all through have been constructed as substantially here as anywhere? Yes, that may be seen from the time they have lasted, and the small expenditure for repairs.

WEDNESDAY, 5 FEBRUARY, 1873.

Present:—

MR. WEARNE,

MR. BURNS.

MR. RODD,

JOHN ROBERTSON, Esq., IN THE CHAIR.

Samuel Bennett, Esq., called in and examined:—

S. Bennett,
Esq.
5 Feb., 1873.

301. *Chairman.*] Your name is Samuel Bennett? Yes.
302. You are the proprietor of the *Empire* and *Evening News* newspapers, and of the *Town and Country Journal*? Yes.
303. I think you have been for a long time connected with the Press of the Colony? Yes, for more than thirty years.
304. And therefore, you must have been cognizant of the working of our telegraphic system in the Colony from the first? Yes, I have seen the working of it from the first.
305. The line which this Committee has taken up to the present time, with regard to the witnesses, has been to take up the different branches of the matter referred to them by the Assembly, and we first wish you to deal with the question of the telegraphic communication with England. Will you be good enough to say what is the minimum cost of a message between New South Wales and England? The cost is £9 14s. for a single word, or for any number of words up to twenty, including the addresses of the sender and receiver.
306. There is no distinction made between the Press and the public? No distinction. That fee is payable in London.
307. We have certain evidence with regard to this matter, as to this amount of £9 14s. being divided among several Companies? Yes, this £9 14s. is divided in these proportions:—Sydney to Port Darwin, 24s. (This is generally correct—I quote from what has been published in Sydney by the Postmaster General some months since, when it was said the cable was near completion, as to how these sums were divided.)
308. *Mr. Burns.*] How long ago was that? Some months since.
309. *Chairman.*] How was it divided? I will state generally:—Sydney to Port Darwin, 3,000 miles, 24s. I will then go from Madras to London, omitting the cables between Australia and Madras, because Madras is the great centre; from Madras to London, 7,500 miles, £2 4s., that is £3 8s. for these two portions of the line; and the balance of the £9 14s. goes to the line from Port Darwin to Madras.
310. Have you given any consideration to the question as to whether or not one of these lines has the lion's share of the money? We will come to that. You see that the two series of lines, amounting to 10,500 miles, cost only £3 8s.; while on the intermediate portion of the line, between Port Darwin and Madras, some 3,000 miles, including divergencies, and including the cables of the British and Australian Company, the charge is upwards of £6. I am not certain as to a shilling or so. The Port Darwin section is somewhere about 1,000 miles, and the charge there is between £3 and £4.
311. How does it happen that the excessive charge is upon a small portion of the line—have you formed any opinion on that point? Yes, I have formed opinions from facts which came to my knowledge when the overland line from Port Darwin was approaching completion. It was then proposed to me by the Associated Press, through a gentleman who is employed by Mr. Fairfax, to join this Associated Press, and one of the statements made to induce me to do so was, that Reuter's Company was so influential that no one else could hope to compete with him, and I afterwards learnt that the Associated Press had paid Reuter £4,000 a year for his influence.
312. What was the £4,000 for? This £4,000 a year was paid, as I suppose, so that the tariff of telegraph rates might be put at so high a figure to the general public that the line would be a practical monopoly to those who were able to command it. Their paying £4,000 a year to the Company (which is the interest of £100,000 at 4 per cent.) would enable the Company to meet any loss to be caused by the raising of the rates to a prohibitory sum.
313. Then you think it was the influence of this great news firm which caused the high rates on this portion of the European line? Yes, that is my opinion. The charges are higher than were ever heard of before in any part of the World.
314. Would you be good enough to say whether you have ever given any consideration to the question as to whether the whole of the rates might not be reduced, without greatly interfering with the income? I believe that if the rates were reduced to one quarter of their present amount, the line would pay. As it is, the cost of sending messages is too great. I believe I am the only newspaper proprietor in the Colony that has ever received a cable message, owing to the prohibitory rate. I believe if the rates were reduced to one quarter, the receipts of the line would be much greater.
315. Have you given consideration to the question as to whether or not the public is safe in having a system of telegraphy at such high charges that only a few people can use it—might this not lead to great advantages being taken by wealthy people? My opinion is, that as the thing is at present, with these enormous rates, it is injurious to the public rather than otherwise, because it enables people to interfere with market prices. This has taken place with regard to copper, and may take place in many ways.

316. In what way, with regard to copper? Telegrams were published in Sydney, stating that the price of copper in London was much lower than it really was. This had the effect of lowering the price of Peak Downs shares. In one case copper was represented as worth only £76, instead of some much higher sum, and Peak Downs shares came down from £9 to £4. That represented the distinction of capital to the extent of half a million of money.

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317. Did the shares rise again? They did to some extent; but the correction of the mistake never was made through the same source which published it.

318. Assuming that we cannot obtain a reduction of these charges, say, for example, down to one-fourth of the present rate, would there be any very great difficulty in the way of the Australian Colonies uniting for the purpose of subsidizing the line and supply telegraphic information of a kind relating to matters of public importance to the whole of the Colonies—subsidizing these lines by a sum of money, and obtaining information that may be posted up at every telegraph station throughout the Colony? I don't think there would be. Do you mean a message free to the public?

319. Yes? Yes, there are two ways that it might be done; by reducing the prices so as to allow competition to take place, or posting a free message.

320. Either of these modes is practicable? Yes. I don't think the objections of some people as to the difficulty of getting the proper market prices are sound, for you can get the prices in London from standard authorities; but I think public opinion would be in favour of subsidizing the line so as to reduce the price of all messages.

321. Would you give the Press any special consideration? All the world over the Press messages are one-half or one-third lower than any others in price; and I think they should be, because they give the information to the public, while private messages are only operated upon for the personal advantage of the receiver.

322. Assuming now that the various Governments of Australia determined to take such a course as I have mentioned, and give the Press foreign news of importance, all news affecting largely the important interests of the Colonies—what number of words do you suppose would be required daily, or weekly? I think about 250 or 300 words per day would do, but that would depend on whether you used a code which substitutes one word for many words. I think the best way would be to have the words in full. A Press message of 20 words would be equal to a full message of perhaps 100 words. I think 300 words would answer all purposes. I think an average of 250 words would be quite as much as would be required.

323. Will you be good enough to tell us what are your views with regard to telegraphic messages throughout the Colony, or the Colonies—we have heard of complaints of favouritism, for example, with regard to the Press intercolonial messages? Yes, I confine myself to the Press messages, and I say that the Telegraph Department here has been conducted as a branch of the *Sydney Morning Herald* Office.

324. How is that? On the arrival of the English mail at Adelaide, Press messages, by the regulations which are agreed on by the different Colonies, are to have precedence—they are supposed to have, and only 1,500 words are allowed to be sent to any one newspaper as a single message. This rule has been constantly violated by the department here. The *Sydney Morning Herald* has been allowed to have from 5,000 to 7,000 words, and to keep possession of the line for hours. My agent at Adelaide has not been allowed to send on his message, while this message to the *Herald* has been sent; and while the *Herald* supplement is being published. Never until that supplement is sold have I been allowed to have a word, and the other lines are used for private messages. I have never got a message through until after the *Herald* supplement is issued and sold. I have kept an agent in Adelaide for a number of years, and he is there to put in a message the moment the mail arrives, and at no time has his message ever been allowed to come on within less than seven hours after the arrival of the mail.

325. *Mr. Wearne.*] Was it delayed here? I cannot say; I can only deal with the people to whom I pay the money.

326. *Chairman.*] How can the *Herald* get more than the 1,500 words? First, 1,500 words are sent to the *Herald*, then 1,500 words to Gordon & Gotch, then 1,500 to some one else, and so on; and then it goes on keeping the lines during the whole time this supplement is being set up and printed.

327. Does the *Herald* get the whole 5,000 to 7,000 words forming one message? Yes.

328. Are these separate telegrams all parts of one message? Yes.

329. Then, in fact, the rule as to the 1,500 words is simply nugatory in the case of a firm choosing to use the names of several persons? Quite so.

330. How does all this happen—is your message and the *Herald* message put into the Adelaide office at the same time? Within two minutes of each other.

331. How are you shut out then? Because the *Herald's* message is sent on complete—the first 1,500 to the *Herald*, the next to Gordon & Gotch, and the next to somebody else, until the whole message is complete.

332. Then these people being on, you are left out in the cold—is that so? Yes, and I am refused the use of the other line.

333. We are told that the other line is used for local purposes, and that the Government of South Australia would object to its being used as a through line; but you say that private messages are sent by it, and that would seem to override the statement as to its being a local line merely? My message is kept back until the *Herald's* message and the private messages are through, and so the regulation is broken. I cannot judge about the other line, but the *Herald's* message comes through. They can only publish part of it in a second edition, but the line is kept working to bring through their message, which they cannot publish, and to prevent me getting mine. I should have paid many thousands of pounds more to the Telegraph Department if I could have got the news through; but, as it is, the news when it comes is of no use to me.

334. I believe the public has been informed that you have taken the *Herald's* messages, but the fact is you have been prevented from getting your own messages by the Telegraph Department and the practice of the *Herald*, and your own messages therefore were rendered worthless? I have always had a message of my own, but I should have had much longer messages if I could get them in time. On the last time I remonstrated with Mr. Cracknell; I said "There is to be another line about to be completed," and I said "Surely I can have my message by that?" He said "If there were a dozen lines, you should not have a word until Mr. Fairfax gets his message."

335. *Mr. Wearne.*] Mr. Cracknell said that? He said "If there were a dozen lines, you shall not have a word until Mr. Fairfax gets his message." Mr. Cracknell has been the servant of Mr. Fairfax, and nothing else—

- S. Bennett, Esq.
5 Feb., 1873.
- else—a very good servant too. If you ask me how the department is conducted in other respects, that is, as a branch of the *Herald* Office, I say it has been conducted well, but that Mr. Cracknell has always acted as the servant of Mr. Fairfax.
336. *Mr. Wearne.*] Did he say that publicly? He said it in my office, and he has said many similar things. Others in his office have also said insulting things to my people. One person said that Mr. Fairfax said he would not have his message at all unless it was first.
337. Who said that? It was an answer given by Mr. Walker to my clerk.
338. Are you sure Mr. Cracknell said what you have repeated? Yes.
339. Was anybody present? There were some persons in the office. It is several years ago.
340. How many years ago? Towards the latter part of the year when the war between France and Austria broke out. When the war between France and Prussia broke out there was great anxiety and alarm prevailing in Sydney. On the second arrival of the mail at Adelaide, Mr. Cowper (I have this from Mr. Cowper himself) wrote to Mr. Cracknell and said that he wished the Government messages to have precedence on the arrival of the mail news—desired, in fact, that no news should come through until the Government message came through. Mr. Cracknell wrote back and said that he would be perfectly willing that should be the case if Mr. Fairfax would permit it.
341. *Chairman.*] What date is that? About October, 1870; about September or October I know I took some steps about the matter, but Mr. Cowper went to England, and the thing fell through, or otherwise some serious steps would have been taken. I suppose these letters are now in the Colonial Secretary's Office. I have a good deal more to say with regard to Mr. Cracknell.
342. Well go on? Many years ago there was an arrangement made between Mr. Fairfax and myself to receive a message jointly. The agent in South Australia was to write the message and send it on, and it was to amount to the first 2,000 words after the arrival of the mail. Mr. Cracknell was informed by official letter from the Minister for Works of this, and he was to deliver duplicate copies of this message on the arrival of the mail to each of us; and if either of us desired a longer message that was a separate matter. The duplicate copies of the first 2,000 words were to be delivered to each of us. Mr. Holroyd was Minister for Works at that time, and he wrote a letter of instructions, and Mr. Cracknell acted on those instructions for three months. At the end of that time I got a telegram from my agent, Mr. Sinett, in South Australia, saying "Look out—there is treachery afoot." I went down to the office, and Mr. Cracknell refused to give me the copy of the message. Now, the wording of the agreement was that we were each to have duplicate copies of the first message that came through—the first 2,000 words. Mr. Cracknell refused to give me this. I could not tell what was up; but on the arrival of the mail Mr. Sinett told me that Mr. Fairfax had made an arrangement with the Melbourne *Argus* to charter the fastest steamer in the Colonies, board the mail steamer, and bring up this message before our message could come to hand; and this was the message refused to me by Mr. Cracknell, on Mr. Fairfax's order. Mr. Cracknell had no right to do that. If I had gone to him to give such an order, he would not have listened to me for a moment, and he had no right to do it for Mr. Fairfax.
343. *Mr. Rodd.*] How long did that continue? I stopped the arrangement then, for of course the message was of no use to me. The duplicate message ceased to be of any value, and of course I would not pay for a useless thing.
344. How long ago was this? It was in 1863 or 1864, when Mr. Holroyd was Minister for Works. It is quite as long ago as that. There are other facts too in relation to Mr. Cracknell's department which I can mention—the difficulty of getting my messages—the absence of anything like civility or attention. The incivility I experienced was so great that I was driven to employ an agent instead of having my messages direct from the Telegraph Office. I was obliged to employ an agent, and I paid him high sums—between £60 and £70 a month. When I went up to the Telegraph Office myself I could never get any civility. I was insulted whenever I went into the place, and that drove me to employ Messrs. Greville & Bird. I did so partly because there had been quarrels between Mr. Hanson, who was then my partner, and Mr. Cracknell, and we thought to get over the matter peaceably. On remonstrating about the matter when Mr. Byrnes was Minister, Mr. Byrnes referred the matter to Mr. Cracknell for his report, and Mr. Cracknell said he could not recognize my right to question his conduct, because I did not pay the Telegraph Office anything. So that we were actually driven by incivility and annoyance to pay more money than we should have paid, and then we were met by such a rebuff as that.
345. *Chairman.*] Before going into other matters, you had better finish the case of Mr. Cracknell? I have nothing more to state, unless in answer to questions.
346. *Mr. Wearne.*] How are you treated now? I have no complaint to make. Since this Committee was asked for there has been a change for the better.
347. Before the Committee was moved for how were you treated? Nothing could have been worse.
348. Up to within the last three months? Yes, my messages were kept back in quite the same way. I have never had a message from Adelaide on arrival of the mail within seven hours of the *Herald* for the last ten years, until this Committee was moved for.
349. How did you receive your message the last mail? There has been a great improvement. I have received my messages quicker the last twice, and I should always have had long messages through but for the treatment of the department. I now get longer messages than I ever did, because I can use them. The last message I had through was, as you may have seen in the *Empire*, three or four columns long, and I should always have messages of that length if I could get them through.
350. Do you now receive your messages by the same wire as the *Herald*? I cannot say that.
351. Do they receive their whole message first? I don't think they do.
352. If you receive your message now, and have no complaint to make, do you get it by some other line than theirs? I think that the alarm of this Committee has caused Mr. Cracknell to restrict them to the proper amount of 1,500 words, and so I am enabled to get my message—that is my opinion. I don't believe the second line has been used.
353. Might it not be that the *Herald* having now a daily message, do not require a long monthly message? It may be so; but knowing that Mr. Walker said Mr. Fairfax would not have his message unless he could get it before me, I think that when Mr. Cracknell, under fear of this Committee, reduced the message to the proper limit of 1,500 words, and then gave me my message, Mr. Fairfax refused to have his message at all.

S. Bennett,
Esq.

Feb., 1873.

354. *Mr. Rodd.*] Is not the public interest in the arrival of the mail less now than it used to be? I do not think so. Anybody looking at the telegraphic news by the mail will see that it contains items of equal importance to any we have had before, except in war time. I was informed that the *Melbourne Argus* sent through to Sydney and had my message sent back to them. I shall have messages sent through every month, and long messages too, if I can get them fairly.
355. *Chairman.*] It has been alleged that messages do not come here from England in the order in which they are entered at the station in England? Yes, and here is a list showing the delays that have taken place. [See Appendix B1.] In several instances messages have been delayed for twenty-four or forty-eight hours after subsequent messages have been published.
356. What is the £4,000 a year paid for? The opinion I have come to is that this £4,000 a year is not paid for the transmission of messages, but for the influence Reuter exercises on the Company; and as it was threatened that unless I joined the Associated Press I could not have messages through of a satisfactory character, it seems to me tolerably conclusive that this money is paid to Reuter to get for the Associated Press that amount of favour which is denied to me and to the general public.
357. *Mr. Wearne.*] Who pays this £4,000? The *Sydney Morning Herald* and the *Melbourne Argus*—they are the Associated Press.
358. This does not pay for the messages? Oh no.
359. Do they pay the same price for their messages as you do? I do not know about that.
360. *Mr. Burns.*] But does not Reuter act as agent? No; he has a great office, and all he does is to send his message to the World, and the agent of the *Argus* has to underscore any item he wants to send through from Madras. He has no right to insert anything in the message.
361. Then this £4,000 is paid to Reuter for acting as agent? No, he does not act as agent.
362. Is it not stated that Reuter is agent for the Associated Press? He is not agent for them—how can it be said that he is agent?
363. He sells his services to the Associated Press? Yes, I suppose so; they pay him £4,000 a year for his influence to control this Company.
364. Is nothing paid then for the information supplied? No, the information is what comes to the World.
365. How can Reuter control the wires between Port Darwin and Madras? I don't pretend to know the ins and outs of the case, but it was told me that Reuter had such control over this line that nobody could compete with him.
366. Is there any arrangement that some persons should have messages cheaper? I do not know, but I will read a letter which will throw some light on the matter. My agent in London sent this letter, which concludes as follows:—"I shall be glad to learn if your Company is open to make arrangements with other than the alleged leading journals of the Colony or Colonies, and regret that I was so uninformed that I was not aware until to-day that the Australian Cable Agency would become exclusively controlled by the action of your Company." In answer to this, Mr. Griffiths says—"I believe it to be open to any newspaper in the Colonies to receive the telegrams upon contributing to the expenses of the service." That is not the case. I have put these facts in a memorial addressed to the Intercolonial Conference, and I should like to put a copy of this memorial in as evidence to this Committee. (See Appendix B 2.)
367. Do you know of any means of having these charges reduced? It seems to me that is a proper thing for the Intercolonial Conference to deal with—that one Colony can not do much by itself—and I believe some steps may be taken.
368. Do you know of any means by which we could get access to the persons who control the wires, and by remonstrating with them get the charges reduced? I believe Mr. Pender is the Secretary and Manager of the Company.*
369. It has been stated by Mr. Cracknell that the messages which have arrived by the mail steamer for the *Empire* have been always an hour behind the messages for the *Herald*? It is untrue.
370. If Mr. Cracknell has stated that, he has stated what is not correct? It is not correct. The thing has been a question of moments—not of hours.
371. *Mr. Rodd.*] Did it ever happen that your message came through first? It has happened on previous occasions.
372. *Mr. Burns.*] Is it not a fact that the *Herald* had their message prepared on board the mail steamer, and thus were able to be first at the office? I do not know.
373. Do you know the names of any persons who have received messages for the *Herald* besides the *Herald* themselves? I only know from what I have been informed.
374. Would you be surprised to hear that they have only received messages for themselves, and through Gordon & Gotch? I don't know whether it is so or not. It was all a farce. I am sure the names of Gordon & Gotch do not appear on the books of the Telegraph Department for a penny for such messages. The messages were never sent to them, nor were they ever called upon to pay a penny for them.
375. Well, but under the regulation, the *Herald* and Gordon & Gotch were only entitled to 3,000 words between them? Yes, but perhaps they went from one to the other, and back again.
376. Has your agent said that his messages have not been sent? He has given me messages, alleging so and so, and that's how I know. I am not saying that my message, if first, has been put back and the *Herald's* sent on—I don't say that.
377. Do you know of any cases where your messages were not at once forwarded to your office? I am sure they never were for six or seven hours.
378. I want to find out when the different messages are lodged in Adelaide, to show whether any favouritism has been shown? My agent always sends on, immediately the mail steamer comes in, "Look out—message coming on," and the first words in his message are those giving the time.
379. Then you get that message first before the *Herald*? Yes, I do.
380. *Mr. Wearne.*] You know of the arrival of the mail before the *Herald's* telegram is up? Yes; and I know, too, when I get my message announcing arrival of the mail, that it will be seven and a half hours before I get another word.

381.

* NOTE (on revision):—The witness states that he is in error in describing Mr. Pender as Secretary of the Company. Mr. Pender represented the Company at the dinner which was given, but he was there as the representative of Lord Moncton, who was Chairman.

- S. Bennett, Esq.
5 Feb., 1873.
381. *Mr. Burns.*] There is a long message lodged for the *Herald*, but is there not some means of ascertaining the time when that long message would be lodged, and when your message would be lodged? I know the time of the arrival of the steamer, and the time my message is stated to be sent.
382. All messages lodged in the office are timed? No, all messages are not. I had this done for my own protection.
383. Can a record be obtained of the time when the messages are lodged for Messrs. Gordon & Gotch? That is quite immaterial. It is nothing but a swindle.
384. Is Gordon & Gotch's name used in the messages at all? How can I tell? If you want to cross-examine me, we must have some more sittings besides this one.

FRIDAY, 7 FEBRUARY, 1873.

Present:—

MR. BURNS, | MR. STEWART,
MR. WEARNE.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

Samuel Bennett, Esq., called in and further examined:—

- S. Bennett, Esq.
7 Feb., 1873.
385. *Chairman.*] Returning to the matter of the telegraphic line between Port Darwin and Madras: you have given us evidence tending to show that Reuter & Co. and the *Sydney Herald* and *Melbourne Argus*, under the name of the Associated Press, have exercised undue influence in obtaining priority for their messages on the British Australian Telegraph Line. Will you be good enough to give us any information that may be in your possession to justify that statement? Of course it is principally inference that I have to rely upon in a matter of the kind, but I may mention the following facts:—When the Associated Press, as the *Sydney Morning Herald* and *Argus* call themselves, made application to me to join them after they had secured this practical monopoly, it was intimated to me that by no other means except Reuter's Agency would any papers get satisfactory telegrams, such as would enable them to compete with the *Herald* and *Argus*, because Reuter's influence was such in connection with the British Australian Telegraph Company that he could command the lines. Looking at that fact, which was mentioned to me as an inducement to join with them, in connection with another,—that my agent, despatched to London, after they had made their arrangement and refused to allow me to join on what I considered fair terms, states to me that he found on his arrival in London that what had been said relative to the power of Reuter's Company to control the transmission of cable messages was not a mere empty boast, but that there were facts to countenance it,—I think I am justified in drawing the inference I have done. My agent wrote, just after his arrival in London, that he had had several interviews with Reuter's Manager, and in a letter he addressed to that gentleman the following passage occurs:—"I shall be glad to learn if your Company is open to make arrangements with other than the alleged leading journals of the Colony or Colonies, and regret that I was so uninformed that I was not aware until to-day that the Australian Cable Agency would become exclusively controlled by the action of your Company." He received a letter from Mr. Griffiths, the Manager, which did not in any way contradict anything he had stated in that respect, and at several interviews he was confirmed in his opinion. I have already put in a memorial I have addressed to the Members of the Intercolonial Conference now sitting, which gives the correspondence in relation to this matter. (*Memorial referred to handed in. Appendix B 2.*) Everything that my agent could learn went to support the supposition that Reuter's Company was omnipotent in the control of the British Australian line. This was followed by these facts,—that messages sent to me from London were delayed for various times, twenty-four, thirty-six, and forty-eight hours, as I was led to believe they would be, in favour of messages sent by Reuter's Agency, which were put in subsequently, but arrived here and were published sometimes one day, sometimes two days, before mine arrived. I handed in at my last examination a paper showing the dates of half a dozen telegrams referring to matters of very great importance. Of course I am not in a position to produce any documentary evidence that the British Australian Telegraph Company are under the control of Reuter; I am only able to infer from facts that have taken place that such is the case.

386. Have you any ground for supposing that the Associated Press has undue influence in anything connected with the transmission of messages? I have. I will state why. When the overland telegraph from Adelaide to Port Darwin was on the point of completion, or was supposed to be on the point of completion, the journalists in the Colonies were naturally anxious to see what was to be done to make arrangements to enable them to sustain the cost of the telegrams. I had been in communication with Mr. Syme, of the *Melbourne Age*, and we were carrying out arrangements by which he would receive a telegram from London daily, if it was not too costly, and send it on to me and other parties who were intending to join us. While this was pending, I received a letter, dated Bombay, 10th May, 1871, from Reuter's agent, Mr. Collins, who had been sent out to India, and from there was to come on to Australia to make arrangements for establishing a central agency in Melbourne for the whole of the Australian Colonies. This letter will be found appended to the Memorial I have just handed in, but I would like to read two or three passages from it. It says:—"The interests of the Australian Press will be most carefully respected, and in order to ensure the efficient representation of the Company, it has been resolved to open a branch on an early date at Melbourne, under the management of a gentleman thoroughly conversant with the system adopted at the numerous agencies in Europe and the East between which telegraphic communication has already been established." Further on it says:—"It is confidently believed, that the facilities enjoyed by the Company for the speedy collection and rapid despatch of news from England, the Continent, and America, are such as will enable them to conduct a comprehensive telegraphic service, whose efficiency will be found to compare favourably with that of any similar organization; and I am authorized to state, that it is the intention of the Directors to avail themselves of those facilities to the utmost. It is their earnest desire to supply, on a complete, yet economical system, telegrams interesting and important to every class of newspaper readers. Perfect impartiality will be displayed towards all subscribing journals, and no paper will be excluded from the right of joining the service." And again:—
"The

"The preliminary organization of the Australian service having been entrusted to myself, I shall leave by an early mail for Melbourne, accompanied by the permanent agent, and on my arrival I trust to have the pleasure of supplying you with further detailed information as to the Company's intentions, into which it would now be premature to enter."

S. Bennett,
Esq.

7 Feb., 1873.

387. *Mr. Stewart.*] When did that letter reach you? At the end of May or the beginning of June, 1871: it came by that mail, at all events. This information that this agent for Reuter was coming out to establish a general agency made me and the other gentlemen who were trying to make arrangements conclude that we had better defer concluding them until he came, and with the view of waiting for him we abandoned the negotiations then pending. Shortly afterwards, Mr. Syme, of the *Age*, heard some rumours that there was some movement on foot on the part of the *Herald* and *Argus* to stop this gentleman from coming to Australia, and to get hold of Reuter's agency for themselves. Not having heard anything more except in communication with Mr. Syme, I did not take any step, and thought I would wait until Mr. Collins arrived in Melbourne. It seems the steps taken by the *Herald* and *Argus* intercepted Mr. Collins, and he never came any further than Bombay. Reuter's agency accepted the offer that they made for the sale and exclusive right, and recalled Mr. Collins. We heard no more about it, but went on waiting for several months, in fact until the beginning of the following year. In the meantime, immediately upon the acceptance of their offer of £4,000 a year, as I was afterwards informed was the fact, for this monopoly of their influence on the telegraph line, Mr. Collins sent the circular, printed with the Memorial I have handed in, and dated "Bombay, 22nd August, 1871," to the whole of the newspapers he had communicated with in the Australian Colonies. He had written to every paper of any note. This circular will show that the *Herald* and *Argus*, calling themselves the Associated Press, had represented to Reuter that they were authorized to act as agents for the whole of the Australian Press, and it was that misrepresentation that stopped Mr. Collins from coming to Sydney and procured for them this monopoly. They suppressed this circular, and it was never published or came into my possession, nor was I able to know what it was for twelve months afterwards. This circular states that the Directors of Reuter's Telegram Company had concluded arrangements with the proprietors of the Melbourne *Argus* and *Sydney Morning Herald*, "in the full assurance that they were acting in accordance with the wishes of a majority of the Colonial Press. (*Circular read.*) I have not got their letters that they sent to intercept this gentleman, but I have his reply to the effect that they were offering to treat as the representatives of the Colonial Press. I will read a letter from my London agent, dated "London, Oct. 4, 1872," which will also be found appended to the Memorial I have handed in. (*Letter read.*)

388. *Chairman.*] It has been stated that certain newspapers employed persons connected with the telegraph lines as their telegraphic agents—Are you aware whether that is the case? I have no actual personal knowledge of it, but I have had repeated letters from my correspondents in different parts of the Colony making complaints that these clerks do so act.

389. What is necessary, in your opinion, to bring about the more general usefulness of the telegraph lines—not only those belonging to this Colony, but the Intercolonial and European lines—to popularize the lines, in fact—Is there any suggestion you could make? I believe a considerable reduction in the price of telegrams in the Colony and on the intercolonial telegraphs throughout Australia would lead to a considerably increased revenue. We have seen this fact, that except the exceptional increase which took place in consequence of exceptional circumstances connected with the extraordinary mining mania, there has been no increase in the revenue of the telegraphic lines in New South Wales from 1862 to 1872, but rather a decrease, though our lines have been extended thousands of miles, and the expenses of the Telegraph Department enormously increased.

390. *Mr. Burns.*] Are you aware that in Victoria they have lowered the charges for telegrams—I think in 1870—and that though at first there was a decline in the revenue, the business has since gone on increasing until the revenue now shows a very large increase? I have seen statements in the Victorian papers to that effect.

391. Do you not think that if there were a similar reduction here the business would increase enormously, and eventually repay the Government? No doubt it would.

392. Of course we all understand that it is the interest of the Country to get the telegraph charges to England reduced, and we want to get gentlemen directly interested in the matter to make suggestions to bring about a reduction right through—What is your opinion—do you think it would be preferable to have a message sent daily at the public expense, or to subsidize the telegraph line? I think a subsidy would be preferable.

393. What course would you recommend the Government to take with a view of getting any changes made, particularly with regard to the British Australian line? That could only be done by agreement between the different Colonies, unless New South Wales is prepared to offer a subsidy for telegrams coming to New South Wales only.

394. The charges on the British Australian line between Port Darwin and Madras are much higher than on other portions of the line to England—How would it be possible to make an agreement with that Company to reduce the cost of messages? The only way would be to open negotiations with the Secretary or Manager of the Company in London.

395. You would be in favour of such a course? I fancy a subsidy, arranged for in that way, would meet the public opinion better than any other system. A free message would only apply to a particular class of news—it would not assist the general public who receive private telegrams. Subsidizing the lines would have a very much wider bearing than a free message published to the whole Country and relating only to public matters, which would assist the newspaper Press without assisting the public.

396. Is it not the rule all over the World to let the Press have their messages at 25 per cent. less than the usual charge? In some cases for 50 per cent. less, but on this line there is nothing of the kind.

397. Has Reuter any interest in the British Australian line? I can only state what was said to me by the gentleman who came to me to make the offer,—that Reuter's Company was so powerful that no newspaper not connected with them could have any chance of getting satisfactory telegrams.

398. Have you seen any published regulations with respect to the British Australian line? No; the thing has been kept in profound secrecy.

399. Could not your agent in London ascertain whether there are any? He spent months in correspondence, without being able to ascertain how the matter really stands.

MINUTES OF EVIDENCE TAKEN BEFORE THE SELECT COMMITTEE

- S. Bennett, Esq.
7 Feb., 1873.
400. Do you think it would be for the public interest for the different Colonies to unite and purchase up this line? Decidedly. What they would require to purchase would be the submarine line from Port Darwin to Java, and from the other end of Java to Madras.
401. Was not one of the reasons why the Government of England bought up the telegraph lines there, the dissatisfaction expressed at their being in the hands of private Companies? The great complaint was that Reuter was doing the same in England as he is doing with this line. The outcry by the newspapers was that they could not get news unless they took his telegrams.
402. Have you or your agent ever written to the Manager of the telegraph line complaining of the state of things you have described? I have sent the facts to my agent in London, but sufficient time has not elapsed to hear the result.
403. You have been informed that it was stated by Mr. Cracknell that the reason why the English messages for the *Empire* were delivered usually much later in Sydney than those for the *Herald* was, that the *Herald's* message was prepared on board the mail steamer, and lodged in the Adelaide office in advance of the *Empire's*—I think he said an hour? Some years ago—I do not know how long, nor when it was discontinued—the *Herald* had a telegram prepared, and we had a telegram prepared also, on board the mail steamer, and the contest was in landing the messages. We had boats' crews ready, and it was a question of moments and the quickest horse—not a question of an hour, or anything of the kind. If you refer back to the *Herald's*, or *Argus's*, or my telegrams, you will see that they were merely taken *verbatim* from the telegraphic summary of the *Home News* or *European Mail*, and they only require a pair of scissors to cut them out. They were nearly word for word, except that they were shortened. The latest telegrams were taken from a paper called the *Galle Telegraph*, published on the departure of the steamer, and contained a summary of all news that arrived after the mail steamer had left Southampton up to the date of her leaving Suez. There was therefore no time required in the preparation of the telegram; it only required a pair of scissors to cut it out. But that explanation of Mr. Cracknell's—supposing it were true—would not be satisfactory, because the regulations are that only 1,500 words could be sent in any one telegram. My agent there, knowing that once the *Herald's* telegram was lodged, and that he could not have his sent on for some hours, would naturally not be in such a hurry. He generally heads his message with the exact time he puts it in, and that time must be correct, or they would not send it on. I never had a message in less than seven to seven and a half hours after the arrival of the mail, and even much longer. Telegrams sent in the names of Gordon & Gotch have been really for the use of the *Herald*, and should have been charged as private telegrams.
404. What time would your message take in wiring through? That would depend upon how the lines were working; sometimes it takes five times as long as others.
405. What is the general time? It would come through in an hour or two as a rule; but the delay is caused by the enormous length of the message allowed to be sent through for the *Herald*.
406. Mr. Cracknell has stated that the *Herald* only gets 3,000 words, according to my recollection—1,500 for its own message, and 1,500 for Gordon & Gotch. Would you be surprised to hear that Mr. Cracknell has made that statement? I would. If he has said that the *Herald* only got 3,000 words, the statement is not true. I should say they have had from five to seven thousand words at a time; but that could be easily ascertained from their published telegrams.
407. Will you put in one? I will.

TUESDAY, 11 FEBRUARY, 1873.

Present:—

MR. WEARNE,	|	MR. GARRETT,
MR. STEWART,	|	MR. RODD.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

S. Bennett, Esq., called in and examined:—

- S. Bennett, Esq.
11 Feb., 1873.
408. *Chairman.*] When you were here last, Mr. Bennett, you expressed a wish to answer certain questions, and for that purpose the Committee determined to invite you to come again to-day; will you, therefore, be good enough to proceed with your statement? When we left off, the question mooted was whether Mr. Cracknell was correct in stating that the *Herald* was not allowed more than 3,000 words; I said the *Herald* had been allowed from 5,000 to 7,000 words, and you asked me if I could bring papers in proof of that statement. I have got the papers here. The date I first put my hand on—there are some longer and some shorter, of course—but in this paper there is a telegram of over 7,000 words. This paper is dated 3rd July, 1871.
409. *Mr. Garrett.*] Is that a European telegram? Yes, and there are 7,000 words in it.
410. What is the other one? The other paper is of October, 1872, and contains about 6,500 words. You must understand that the Telegraph Department charges as a word every figure, so that the date "1872" is four words. That I think is peculiar to New South Wales; it is not the case with the cable telegrams to England; they would not charge each figure separately, but the whole group of figures would be one word.
411. *Chairman.*] Do you put in these papers? Yes, I do. (*Papers put in, but not appended.*) If there are no other questions to be asked with regard to European telegrams, I should like to state something with regard to the Intercolonial telegrams.
412. We shall be glad to hear what you have to say? I have a telegram put in at Melbourne every day about mid-day for the *Evening News*. The orders in Melbourne are that this telegram shall be sent on at once, and in preference to any other message—that they shall even break off a private message to send it. I have a return from the Melbourne Telegraph Office for the month of October last, which shows that this telegram is always despatched in time, while it does not arrive here in time to be of service to me, or sometimes until after the paper is published. By this return I find that, in October last, there were eleven times in which it did not arrive in time, and that is an exceptionally good month. I got the telegrams
more

more frequently in that month than in any other; that is, out of the twenty-six days I only missed eleven times. Of course in these cases I had to pay for telegrams which were utterly useless. In the July previous, out of messages during the month amounting to twenty-six or twenty-seven, only thirteen were in time, and fourteen were too late. This other return shows the time at which these messages were put into the Melbourne Office; they were put in at 11:55, 12:7, 12:20, and so on, and they frequently did not reach me in time to be used in my paper. Since this Committee was moved for, and I have had occasion to make certain statements in the paper, the evil has been remedied, and I have had every civility and attention I could wish for, but up to October it was otherwise. This paper will show what telegrams I received, and when they were sent.

S. Bennett,
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413. You may put that paper in for the use of the Committee, but it will not be appended to their Report? There is also a lengthy correspondence about the matter, but that would encumber the Committee too much. It is from officers of the Melbourne Telegraph Department, showing that the delay took place here. Sometimes the delay arises here from the telegrams not being delivered; sometimes the boys keep them in their pockets until the next day. Up to October last they never paid any attention to my messages. Sometimes it has happened that I got the intelligence sooner by mail than by telegram.

414. *Mr. Stewart.*] Then the delay takes place in Sydney? On the Sydney side, but I cannot say where, whether in Sydney or at the repeating stations.

415. *Mr. Garrett.*] Have you anything to show the time of arrival here? Yes, I have. Here is a telegram that came through, and is marked as being received here at 2:25. I did not receive it from the Telegraph Office until 4 o'clock, and that was too late for me to use it, of course.

416. This telegram was received in Sydney at 2:25? Yes. I should like to state that, on the arrival of the English mail at Melbourne, when it does arrive there before the branch steamer arrives at Adelaide, I have experienced the same difficulty in getting messages through from Melbourne as from Adelaide. I have documents to show that. On the arrival of the mail in June last, it reached Melbourne about the same time that it reached Adelaide. I have an agent at both places, and I instruct them to send on messages, but fearing that both should send on, and I should have the expense of the same message from both places, I send down a message from here directing one of them to send. This mail arrived early in the morning, and I sent down a message to Melbourne to send on the telegram promptly. That telegram of mine was kept back until after 5 o'clock in the evening. When my agent had been waiting all day, he sent me a message as to whether he should send a message through or not. I had said "Send on promptly." He waited until 12 o'clock, and then sent a telegram to know whether he should send on or not. My message was kept from going down; his message was kept from reaching me. I did not get my message until a late hour at night, and he did not get his message until the next day. I applied to Mr. Walker to explain this, and the reply was that the telegram was received at Albury on Saturday, but that owing to press of business it could not be transmitted to Sydney before 5 p.m. My telegram was sent through at 5 p.m., after my paper had been published. My telegram to Melbourne did not reach my agent there until after 5 o'clock, and so I had no message, and so, besides the injury done to myself, the Government were deprived of the payment for a long message. My agent said, in reference to this matter, that he had made arrangements for all telegrams for my afternoon edition to take precedence of all other telegrams, even to the operator being instructed to break off any message he may be sending. He adds—"The fault was not at this office." It is very much the same with regard to messages from the other Colonies. An instance of a very provoking character occurred in connection with the Expedition sent to observe the Eclipse of the Sun at Cape York. I had made arrangements with a gentleman who accompanied the Expedition to write me a report and send it from the first place at which the steamer touched. The steamer touched at Cardwell. This message was important, because the gentleman's wife was not in good health, and being anxious to hear from her husband, I had promised that when the telegram came to me—which being a Press message would come cheaper than a message to her—I would let her know that all was well. When the steamer touched at Cardwell, Mr. M—— rushed ashore, and his was the first or second telegram put in that day, for they reached Cardwell early in the morning, and his telegram to me was put in before any of the others. At 11 o'clock that day I was told that messages were coming through. I sent round to the Telegraph Office, and the answer was that no message had been posted for me. Mrs. M—— was anxious about her husband, and sent to me, thinking that something was wrong. Messages went through to the *Herald* and private messages were sent through to Melbourne, but I had no message up to a late hour. Mrs. M—— was so anxious about her husband that I sent a telegram to Melbourne to inquire about the matter, and my agent in Melbourne had no means of getting information except from a person in a newspaper office. This person to whom he applied, thinking no doubt to have a good joke, told him that the Expedition had come back, that they had seen the eclipse, and that everything had been successful—that the eclipse had been observed beautifully. I published this telegram, and of course I was sold. The eclipse had not been observed, and the Expedition was a failure. I did not get my telegram from Cardwell until the following Monday—or rather I could not use it until Monday, though I got it late on Saturday night. I thought it was right to inquire into this matter, and so I wrote this letter to the head of the Telegraph Department, the Postmaster General:—"Sir,—I address you as the head of the Telegraph Department. On Saturday, 16th instant, Mr. B. M——, in consequence of previous arrangement with me, put into the Telegraph Office at Cardwell, Queensland, a message addressed to the *Empire*, Sydney. This was about 9 a.m. Mr. M—— had just reached Cardwell with the return party from the Eclipse Expedition, and the message was to me and others of special and urgent importance. It was either the first or the second message placed in the office that morning, and Mr. M—— took particular pains to ascertain that it was promptly despatched. For reasons which I need not specify, I was exceedingly anxious to receive this message, and between 9:30 and 3 p.m. I sent a special messenger to the Sydney Telegraph Office either five or six times, but I could get no satisfactory answer from the officer in charge (Mr. Wilson I believe), beyond the statement that there was no message for me, and that all the Cardwell messages had come through. As there were several messages received from Cardwell that morning which must have been placed in the office there and despatched after my message—if the ordinary rule was adhered to—it is evident that Mr. Wilson's statement could not be correct. After repeated applications and many hours worrying about it, as I could not get the message I gave the matter up, pending Mr. M's arrival in Sydney. At 10 o'clock at night, however, long after I had left my office, a message was brought there by one of the telegraph messengers, having the time of its reception from Cardwell marked 9h. 6m., p.m.—many hours after the steamer with the gentlemen of the Eclipse Expedition had left the place. That this message was purposely delayed somewhere there cannot, I think, be a reasonable doubt; and I ask you, sir, as the head of the Telegraph Department,

S. Bennett,
Esq.

11 Feb., 1873.

Department, for a full inquiry into the matter. Should you desire any further information to enable you to prosecute the necessary inquiries, I will, with your permission, wait upon you personally in company with Mr. M— at any time you may appoint." In reply to that letter I got this answer:—"Sir,—In reply to your letter dated the 29th ultimo, respecting the receipt of a telegram addressed to the *Empire*, Sydney, from Cardwell, on the 16th idem, at a much later hour than you expected,—I am directed to subjoin, for your information, a copy of a report which has been obtained from the Superintendent of Telegraphs on the subject, and to state that it appears therefrom the delay complained of did not occur upon the telegraph lines in this Colony." The report referred to in this letter states—"This message was not received on the New South Wales lines until 8.5 p.m. on the 16th December last, and it was transmitted to Sydney shortly afterwards. It will therefore be seen that Mr. Bennett's accusations are groundless, so far as this department is concerned. Mr. Wilson was perfectly correct in his replies. He merely spoke of the New South Wales lines, mentioning to the person who called from the *Empire* office that the line was clear to Tenterfield, the Northern Border Station. I have no doubt that, upon application to the Queensland Department, a satisfactory explanation can be given as to the delay complained of." (Signed) E. C. CRACKNELL." I believe that the delay was caused by some jealousy on the part of the reporters, Mr. M— not being connected with the Press—though he had been an old pressman—they thought it would be a good joke to sell him. It is said in this report that "our department is not answerable" for the delay, but of course I cannot deal with the Queensland Department.

417. *Mr. Wearne.*] Do you think that the blame rests with the Queensland Department? I cannot say. It is like the answer from Albury in the other case, that owing to the pressure of business it could not be transmitted before. There is an agreement with all the Governments that all mail messages shall have precedence. It has not been so in my case, for all the private messages have come through before mine have been sent. I should like also to mention some facts with regard to the exactions of the Sydney Telegraph Office. When the Mail arrives at Adelaide, for instance. I will take this case:—On the 18th of January (last month) the Mail arrived late on the Saturday evening, and when it was signalled my agent was afraid it would be too late to send a message through that night, and that unless special arrangements were made it could not be sent through on Sunday; he therefore sent me a message to the effect that I must personally see to the line being kept open on Sunday to get the messages through. For that I was charged 13s. 4d., though it was a Mail message. I had to reply, and was charged 7s. 8d. (21s. altogether) for a mere request that these gentlemen would attend to their duty. Here is another instance: "Tuesday evening, 7 o'clock. English Mail in sight. Do you want news? If so, reply." This was charged 7s. 4d. I took it to Mr. Lloyd, and he said it was one of the most infamous exactions he ever heard of. It is, however, a common thing with the Sydney office, but not the case in other places. This message, with my reply to it, cost over 15s. I don't see why messages of that kind should be treated as private messages. The exactions of these people are perfectly ruinous. Here is another instance of a somewhat similar kind. A Mr. Galloway, who is connected with racing in Melbourne, sent me a telegram about the Geelong Handicap. He took this message to the office, and because he was not a telegraphic agent it was treated as a private message, though you will see it was intended entirely for publication. I don't see what right they have to distinguish in this way.

418. Who fixed the charges? It was done in Melbourne.

419. Who fixed the charges in the other cases? That was done here, and paid here. In this message of Mr. Galloway's there is not a syllable of private information; it was intended for publication.

420. *Mr. Garrett.*] You had better read the message? It is from Mr. John Galloway to the *Town and Country Journal*: "Geelong Handicap, hundred to thirty offered Valentine, six Count Handicap and Cup; hundred to six Valentine, Misty, taken; hundred to five Valentine, Quack; hundred to fifteen Clodhopper, Quack." This message was charge 7s. 9d. I made inquiry, stating I was at a loss to understand why this was charged as a private message, and in reply I received the following explanation:—"In reply to your inquiry respecting the charge made upon your Melbourne message, the following is the explanation of Mr. James, the Manager of the Melbourne Office, viz.: 'Galloway to *T. and C. Journal*, sender not a recognized correspondent on Press service, therefore charged full rate.'"

421. Then the Melbourne Office was in fault in that case? I cannot do anything with the Melbourne people. Our department here should see to these matters, and they themselves have made over-charges as in the cases I before referred to.

422. They charged your replies to your agent as private messages? Yes. My agent asked "Shall I send on the message?" and they charged full rate for that, and also for my reply. They charged both ways full rates. This list that I have here, and that I wish to put in, shows the number of times I have received messages in time for publication from Melbourne, and the instances in which I have not received them in time for publication. There was one three weeks—eighteen days—in which I only received three messages in time for publication. They would have been in time up to 3 o'clock in the afternoon, and they are usually put into the Melbourne Office before 12 o'clock, always before 1, and the orders from the Melbourne Office are that they are to be sent on at once, as they are useless if not sent on in time for the afternoon paper. The order is, that they shall be sent on instantly on being lodged.

423. Then the delay is in Sydney — ? In these cases it is conclusively proved that the delay is entirely on the Sydney side. Might I, Mr. Chairman, be allowed to refer again to Mr. Cracknell's statement that only 3,000 words were allowed to the *Herald* in mail messages. I want to know if it cannot be ascertained who were charged with these messages that came to Gordon & Gotch,—who were they sent to,—who paid for them; also, the number of words these messages contained on these two dates I have put in.

424. You think there are more persons besides Gordon & Gotch who receive messages for the *Herald*? No, I am not of opinion there are more persons, but that they have gone on with this thing so carelessly that they don't know how many words they have allowed. The messages going to Gordon & Gotch is a mere pretence. I want to know whether they are charged to Gordon & Gotch, whether they are sent to Gordon & Gotch, and whether Gordon & Gotch pay for them. The fact that Mr. Cracknell allows the *Herald* 3,000 words is as much against him as if he were to allow them 50,000; the rule being to allow only 1,500.

WEDNESDAY, 12 MARCH, 1873.

Present:—

MR. BURNS,
MR. RODD,MR. WEARNE,
MR. STEWART.

JOHN ROBERTSON, Esq., IN THE CHAIR.

E. C. Cracknell, Esq., recalled and examined:—

425. *Chairman.*] The Committee thought it desirable to let Mr. Bennett have a knowledge of some portions of your evidence, and it now seems but fair that we should ask you a few questions which may throw some light upon parts of Mr. Bennett's evidence. He states in his evidence that the Telegraph Department here has been conducted as a branch of the *Sydney Morning Herald*: will you inform the Committee whether there is any truth in this statement? It is perfectly incorrect. The *Herald* has on no occasion received the slightest advantage over any other paper, unless it was entitled to such by law; that is, being first to deposit messages for transmission. This can be proved by the books and records of the department.

E. C.
Cracknell,
Esq.

12 Mar., 1873

426. Is it true that the rule of sending only 1,500 words to each paper has been violated here; the *Sydney Morning Herald* being allowed to have from 5,000 to 7,000 words? The *Herald's* messages have generally been limited by the South Australian Government to about 1,500 words each. They are generally sent on one line, and about the same number for Gordon & Gotch on the other, if both lines are working. When either of these is finished, the *Empire's* message is sent on. There is no wilful detention of the *Empire's* message, which the officers of the department can and are willing to swear to. In no instance have the *Herald* and Gordon & Gotch together reached 7,000 words. The average is not more than 3,000 to 4,000 words in all. The line journals will show that on one occasion Mr. Bennett had his message sent through after six sheets of the *Herald's* from Melbourne, in consequence of the *Argus* not being ready to send on more. The *Empire's* message was then sent on, which at that time came through Messrs. Greville & Co. This happened in June, 1868. That does not look like favouritism. I produce a Return showing the number of words in each telegram received as English Mail news, from January 11th, 1868, to 31st December, 1870, for the *Herald* and Gordon & Gotch. (*See Appendix C 1.*)

427. When you say that the South Australian Government limited these messages to 1,500 words, do you mean that they have some regulation limiting these messages; or, that it is by some uncalled for interference on their part that it is done? Their limit of Press messages to 1,500 words arises in this way: An arrangement was made between Victoria and South Australia that, on the arrival of the Mail, Press messages should be limited to 1,500 words; and, as the *Herald's* message comes through Victoria, it is necessarily limited to 1,500 words.

428. Then, when you say that the South Australian Government did it, you mean that, having determined that no newspaper should receive more than 1,500 words until other newspapers are served, they applied the same rule to the *Herald*? It was by a mere accident that it is applied to the *Herald*, on account of their receiving the message through Melbourne; because there is no rule that we have endorsed and no arrangement that we have entered into for any limit to Press messages to New South Wales.

429. When you say that you send on 1,500 words to the *Herald* on one line, and 1,500 words to Gordon & Gotch on the other, do you mean that you do this whether other messages intervene or not? No; if the two lines are working, and these messages come in first, they are sent on. Immediately upon one of them being completed, the *Empire's* message is sent on.

430. Suppose the *Empire* message was in before one or the other of these messages to the *Herald* and to Gordon & Gotch, would you take it to the second wire, or would you leave it to take its turn on the first wire? If it came in between the two messages, it would be entitled to go on by the second wire.

431. Is there not, in one of your answers on a previous occasion, confirmation of Mr. Bennett's view that 1,500 words were to be the maximum? If so, it is incorrect; 1,500 words messages have not been recognized here. This I have stated in my previous evidence (*vide question 93*), and it is confirmed by Mr. Todd's telegram, which I now lay before the Committee. (*See Appendix C 2.*)

432. It is scarcely necessary to ask you, but I put the question in order to clear up the points as we go on: Has it been the practice of your department to keep back the *Empire's* Mail messages until the *Herald's* supplement has been printed and sold? I deny that the *Empire's* messages are detained in Sydney or on the lines in this Colony, when the lines are available. I am perfectly satisfied that the law has not been violated in this respect. 1,500 words are sent to the *Herald*, and then about 1,500 words to Gordon & Gotch—these messages being sent from Adelaide in the order in which they are deposited; and if the *Herald* has printed more than 7,000 words, it has been dressed out by adding a number of small words which do not appear in the telegram,—a process often adopted by journalists; nor do I hold myself responsible that messages should contain only 1,500 words, or over that number, as there is no rule or instructions, in the department upon the subject; neither is there anything in the Act to warrant me in refusing messages containing any number of words. No such rule was made with this Colony, and I think I should have been to blame if I had refused messages containing over 1,500 words. I have no power to mutilate any person's message by reducing the number of words, without making myself liable to the penalties imposed by the Telegraph Act.

433. Then, it amounts to this,—that although a copy of the *Herald* may have been put in exhibiting a greater number of words than they would have been entitled to under the South Australian arrangement, yet you say that if they have been so, they have not gone through your department, but they arise from the telegram having been dressed out? Yes, by putting into it a number of small words which do not come through our office, and which are not paid for.

434. Are the reports for the *Herald* and the *Empire* deposited for transmission in the Adelaide office within a few minutes of each other: Mr. Bennett says, in fact, this,—“My message may come into the Adelaide office a minute, or a few minutes later than the *Herald* message, but then there comes a message for the *Herald* from Gordon & Gotch, or from some one of the various partners of the *Herald*, and this message is sent on before mine.” That is the reason why I ask you whether, as a matter of fact, they are deposited within a few minutes of each other? By the following statement from the Superintendent of Telegraphs, Adelaide, it will be seen that this is incorrect. My previous evidence, that the *Empire's* messages are deposited in the Adelaide office, on an average, one hour after the *Herald's*, is fully verified. (*Witness reads letter. Appendix C 3.*)

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435. Is it your practice to refuse, or have you ever refused the use of other lines for the *Empire's* message on the arrival of the Mail in Adelaide? Never. If the *Empire* is refused the third wire, it is done by South Australia and Victoria, who, I presume, require it for their own local Press. If the *Empire's* message comes to our border station on the third wire, it would be taken on that line. Two lines are invariably used for the Press messages on the arrival of the Mail in Adelaide, one *viâ* Wentworth and the other *viâ* Melbourne.

436. Suppose, instead of coming on the third wire, it came on the first? It would be just the same; it would come on in the order received.

437. You would not shunt it, so to say, from one wire on to the other? No, we could not stop any message *in transitu*; we are bound to send it on.

438. So that, however it came, if it reached Albury, you would send it on? Yes, if our lines were available.

439. Then, what I gather from your answers is, that it is not the fact that the *Empire's* message is kept back until the *Herald's* and the private Mail messages are sent through? Certainly not. The message for the *Empire* is not kept back until the private messages are sent through, if it is in the Adelaide office in time, which sometimes has not been the case, it not having been deposited until the whole of the Mail business has been sent through. The Press messages are always sent on before the private telegrams.

440. Mr. Bennett says that you have stated to him that if there were a dozen lines, he should not have a word until Mr. Fairfax got his message through—Have you ever said anything of the kind to him? This statement is without the slightest foundation. I never in my life made such a statement to Mr. Bennett, nor to any other person. A similar complaint was made lately to the Postmaster-General by Mr. Bennett, and replied to by me. Now, it appears that this happened in 1859—fourteen years since, according to Mr. Bennett's statement—during the time of the French and Austrian War.

441. Mr. Bennett stated in his evidence that you were practically—in fact, it amounts to this, that he says you have acted as a servant to Mr. Fairfax—What do you reply to that? This is a most unwarrantable and wicked assertion, and could have been made only with a view to injure me in the eyes of the Committee.

442. That is rather hard language? It is; but I considered myself justified in using it, for I feel this charge very acutely, as it is so gross and wanton. Not only is it calculated to injure me in the eyes of the Committee, but to bring my department into contempt with the public. As I have already stated, no favours have been shown to Mr. Fairfax, by me or by my subordinates. I can confidently assert, without fear of truthful contradiction, that I have performed my duties faithfully to the public; and Mr. Bennett's messages have, in all cases, been forwarded without the slightest unnecessary delay over the lines in the Colony. In fact, I know that the officers of the department have taken considerable trouble to get the Press messages for the *Empire* through, and I have, time after time, issued instructions to spare no pains to force Mr. Bennett's messages through. I know Mr. Walker has repeatedly worked the lines when the instruments were in great danger of being damaged by lightning, and has remained on for hours during the night, endeavouring to hurry through the *Empire's* report in time for publication, which would have been done for any other paper. All this can be verified by the officers of the department, if necessary, on oath.

443. Do you consider that to have been discharging your duty to the public, when you had this man on at work when there was danger of injuring the public property by lightning? That may be a question. I believe I have conducted my department faithfully to the public; and as far as Mr. Bennett is concerned, I have always been anxious to accommodate him in every shape and form.

444. Which you would have done for the proprietor of any other newspaper? Of course.

445. Did Mr. Walker ever state to you that Mr. Fairfax would not take his message unless he had it first? He never said so to me, and he denies having ever made this statement.

446. Then, practically, you say that you did not make such a statement to Mr. Bennett as that his message should not be sent before the *Herald's*, under any circumstances? I give it my most unqualified denial. I produce a copy of a paper sent on to me by the late Postmaster-General, and my reply thereto. (*See Appendix C 4.*) According to Mr. Bennett's statement, this must have happened thirteen or fourteen years since, during the Austrian and French War, which broke out in 1859, and it certainly seems strange that it should have laid dormant and not used against the department for so long a time. There is, however, no trace of foundation for it. To carry out such an assertion, I must have issued instructions to my subordinates, which is out of the question. I defy Mr. Bennett to prove this charge.

447. Mr. Bennett says that Mr. Cowper wrote you a letter, stating that he wished the Government messages sent on first, and that you replied you would be willing to do so, if Mr. Fairfax would permit it—was that the case? Mr. Cowper wrote no such letter, that I am aware of, and a letter of that kind would have been quite unnecessary, as Government messages in all cases have precedence. There are no records of such letters, either in the Colonial Secretary's Office or in the Telegraph Office. There were no Government messages received by the European Mails at or about the time mentioned. I can state most positively that no such communication as that alluded to was ever sent by me to Mr. Cowper. On this point I produce a letter received by me from Mr. Halloran, Principal Under Secretary. (*See Appendix C 5.*)

448. Can you give the Committee any information in reference to an arrangement between Mr. Fairfax and Messrs. Hanson & Bennett, to get a joint message up to 2,000 words, and the date of any letter upon the subject? There is no such letter from the Minister for Works in existence. The only correspondence on the subject was a minute of mine, written in February, 1860, of which I hand in a copy (*see Appendix C 6.*); and a letter from Mr. Rae, then Secretary for Railways, to Messrs. Fairfax & Sons, dated November 4th, 1859, stating that Messrs. Hanson & Bennett had cancelled their verbal instructions in reference to their joint message with the *Herald*. It will also be seen that the message refused was not the joint message at all, as Mr. Bennett wishes to imply, but a message from Melbourne, and not from Adelaide; and I think my action in the matter was perfectly straightforward. This was in 1860 (not in 1863 or 1864), thirteen years ago. There was no such letter forwarded to me from the Works Department, nor was Mr. Holroyd Minister at the time. There was no treachery, as far as the department was concerned, such as is implied by the manner in which Mr. Bennett's answer is worded.

449. It has been stated, also, that not only Mr. Bennett, but the clerks in his employ, have been treated uncivilly by yourself and by the officers of your department, but more particularly by yourself? I distinctly

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distinctly deny the whole of this statement. Both Mr. Hanson and Mr. Bennett have been treated with every civility, not only by me, but, I am sure, by every one connected with the office, every courtesy having been shown to them. This can, if necessary, be proved by the officers of the department.

450. But his clerks—what about them? They have always been most civilly treated.

451. Is it the fact—and this is a thing which Mr. Bennett complains of—that the *Herald* clerks have been allowed to go into some favoured office or room, where they had opportunities of gaining information, whilst the *Empire's* clerks have been excluded from it? Never; I distinctly deny that anything of the kind has occurred. Wherever the *Herald* people have been allowed to go, there I have allowed the *Empire* people to go also.

452. Mr. Bennett is of opinion that, since this Committee has been appointed, there has been a change in the treatment of himself and his people by the officers of the Telegraph Department—Do you know anything of this? I can assure the Committee that no alteration whatever has been made in the style of doing business since the Committee sat, nor have any fresh instructions been issued by me. The Government have appointed extra clerks for the night duty at Albury and Wentworth, so that European messages can be received night and day; and instead of having any fear of this Committee, I have myself twice asked the Government to institute an inquiry, to satisfy the public that Mr. Bennett's complaints are groundless. On this point I hand in a letter addressed by me to the Postmaster-General. (*See Appendix C 7.*)

453. Has there been any change in regard to Mr. Bennett's messages within the last three months—has he received them earlier? I deny that Mr. Bennett's messages have ever been detained, or that any instructions were given by me to that effect, as implied by Mr. Bennett. I can challenge the whole staff of the Telegraph Department, as to whether I have not always urged them to use their best endeavours to get through the Press messages for both papers without delay.

454. Then you say, as a matter of fact, that the *Empire's* message does not come through quicker now than it did three months ago? If the *Empire* message is transmitted quicker, it is because the *Herald* takes only 300 or 400 words, the news being anticipated by the through telegraph line to Europe.

455. Are you aware whether any restrictions have been made in the length of the *Herald's* message since this Committee was called for? None whatever have been made. There are no restrictions now any more than before, nor have these restrictions anything to do with this department; and if messages containing more than 1,500 words are sent, our regulations do not prohibit us from taking them. But I find the system of having 1,500 words messages has been generally adhered to, except perhaps when a few additional words had to be added in order to complete a paragraph; and, as I have already stated, I have no fear and no favour to ask of this Committee. I only request that the truth may be separated from falsehood—a thing that can be easily done by means of the documentary evidence which can be placed before this Committee by officers of the department.

456. Have you any documents to show how long the *Empire's* messages were deposited after the *Herald's* in the Adelaide office? The *Empire* messages are compiled in Adelaide by their agent, and deposited in the Adelaide office, generally, an hour later than those for the *Herald* and for Gordon & Gotch, as shown by Mr. Todd's message and return, already before the Committee. (*Appendix C 3.*)

457. You stated, when you were last examined before this Committee, that you were convinced that one of the main reasons, or the main reason why the *Herald's* message was received before that of the *Empire* was, because it was prepared on board of the branch steamer—Are you still of that opinion? Yes, the *Herald's* messages are compiled on board ship, and Mr. Bennett's are not, hence the reason for his messages being always behind. I submit that Mr. Todd's telegram and return clearly prove that the *Empire* message is prepared in Adelaide, and sometimes cut out of the *South Australian Register's* mail slips, which must take some time to print.

458. Were not Messrs. Greville & Co.'s messages for the *Empire* similar to those for Gordon & Gotch for the *Herald*, and treated in the same way? Gordon & Gotch's messages are sent to the *Herald* by order of that firm; but Greville & Co. were in like manner many years agents for the *Empire*, and their messages were sent on, by their order, to the latter paper in the same way.

459. Were the messages to the *Empire* never delivered, as stated, in less than six or seven hours? The books will prove that, as far as our lines are concerned, this is not the case, except in a few instances when the lines have been interrupted.

460. How does it happen that it is so long after the arrival of the mail steamer is telegraphed, that the news by her is received in Sydney? It arises in this way: notification of the arrival of the branch steamer is telegraphed so soon as she is sighted in Gulf St. Vincent, miles below Glenelg; and this accounts for the time the messages are supposed to be coming from the time the steamer is first reported.

461. So that the vessel is sighted long anterior to its coming inside? Yes; when sighted her arrival is telegraphed, so that it appears a long time before the news is received in Sydney; whereas, in fact, the messages are not landed for some time after the vessel is sighted.

462. Long anterior to the messages leaving the ship's side, the arrival of the vessel is telegraphed? Yes, as soon as it is seen, it is at once signalled on here.

463. Is there a practice of timing messages, so as to show the exact moment at which they are received? All messages are timed when deposited, and have been for years.

464. It has been stated several times—and I am rather inclined to think that you have answered it before—that there has been no increase in the revenue of the Telegraph Department since 1862, but rather a decrease, and that in the meantime the expenses of the department have enormously increased—is that the case? I have documentary evidence to show that it is not the case. The expenditure has always been below the revenue; and although the lines have increased in length, the extensions have, as a rule, been to remote places with small populations. We can show more than any of the other Colonies as regards revenue—that is, a profit on each year over the expenditure. I have here a return (*see Appendix C 8*) which shows a net profit up to the end of last year of £82,165. There is a comparative statement attached showing some points of interest. Then again, the revenue of the Victorian Telegraph Department for 1872 is less than that for this Colony. In Victoria, last year, it reached £42,700, whilst in this Colony it was £46,924,—that is, for revenue proper—without taking into account the balances on the English line. Then again, we stand equally well in the cost of working the lines; for whilst in this Colony the expenditure was only £31,520, in Victoria it was upwards of £40,000, as shown by Mr. —'s telegram. (*Appendix C 9.*)

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465. Is not this smallness of revenue on the Victorian lines due to the fact that the Telegraph revenue there is in somewhat of a transition state—have they not gradually reduced their charges, whilst we have maintained ours at the old high rate? The change has been made some time, and the lines ought to have come up to the proper revenue point by this.
466. But is it not the fact that we continue to maintain our old high rates, whilst they are in a kind of chrysalis state, with their low charges? They reduced their rates in 1868 or '69, and by that time the revenue ought to have recovered itself. Last year was the largest amount of revenue we have yet received, and still we reduced our rates also, not very long before.
467. Still we charge more than they do? Yes.
468. Do they not charge 1s. whilst we charge 2s.? Yes; but then you must bear in mind that their lines are very much shorter than ours, whilst they are carried through thickly populated places; whilst our lines are not only very long, but, as a rule, pass through sparsely populated places.
469. What is the difference in the length of lines? It is given in the document I have just handed in (*Appendix C 8*). We have 6,000 miles of wire to maintain, whilst they have only 4,000.
470. But their rate is only half ours? Yes; but with less length of line they can afford to do it.
471. Is it not the case that their messages are more numerous in consequence of the lowness of the rate? Yes, in consequence of the lowness of the rate and the larger population.
472. *Mr. Burns.*] Their business has doubled since the reduction? It has increased very considerably.
473. *Chairman.*] You believe that the business has doubled? Yes, I believe it has, very nearly.
474. So that they have doubled the amount of utilization of the line? Certainly.
475. With what loss of revenue? I can hardly say what loss, but I should imagine that the messages have been doubled only on account of the reduction.
476. Would we not also increase our business if we decreased the cost of messages? Yes, I have said so, and have recommended it.
477. Suppose we reduced our rate to a uniform one of 1s., that would actually be a lower rate than the same price in Melbourne, because our lines are longer than the Victorian lines? Undoubtedly.
478. The construction of our lines costs infinitely less than the construction of the Victorian lines? Yes. The difference is given in the return (*Appendix C 8*); and, in addition to this, our working expenses are much less, for, with a larger number of stations than they have in Victoria, our expenses are something like £10,000 a year less than theirs.
479. What do you suppose will be our loss of revenue if we reduce the price of transmission one-half? The loss at first will be some £8,000 to £10,000 a year; but I believe that we shall soon pick that up.
480. So that even with the reduced rate, we shall soon arrive at what we have been receiving at the present rates? No, I think not—at least not with our present population.
481. But if we do not obtain the same revenue, the public will have a greater amount of convenience? Certainly; it may not be a profitable arrangement as far as the revenue is concerned, but it will be a success as regards the public convenience.
482. Do you think we shall be able to obtain sufficient to cover the expense of working the line? Yes, I think so.
483. And what percentage beyond that upon the outlay? Probably the revenue may reach to 2 or 3 per cent., but that is not of much importance.
484. How much do you think we obtain beyond the expenditure on the lines? I believe the revenue will cover the expenses; but I would rather not give an opinion as to how far it will go beyond that.
485. What percentage on the outlay do our lines pay now, at the present rate? About $7\frac{1}{2}$ per cent. for last year.
486. And you think we are likely to lose that if we reduce the rates? I should not like to give an opinion on that point; I am not prepared to fix any amount.
487. But speaking off hand, is it not your opinion that we shall lose it? We shall very nearly lose it.
488. *Mr. Burns.*] Has not your answer with respect to the percentage of profit, now made, reference to the revenue received during the last year, which we all know has been an exceptional year? Yes; to last year and this year, as far as we can judge.
489. Is it not the fact that the revenue of the Telegraph Department increased enormously during last year? It is.
490. And it is looking at the revenue of last year that you come to the opinion that we shall lose this $7\frac{1}{2}$ per cent. if we reduce the rates one-half? Yes; I was speaking with reference to the revenue of last year.
491. And with reference to the present year? Yes, the revenue is still keeping up.
492. Has there been any falling off this year upon the revenue of last year? No very great falling off. The revenue may have decreased in a trifling degree, but not to any great extent.
493. However, it has not increased in the same ratio as last year? It has not.
494. And this arises from the smaller number of mineral selections made this year? Yes, nearly all the mineral selections were made by telegraph.
495. *Chairman.*] Referring to the question from which we have diverged; can you inform the Committee what detention, if any, has taken place in the lines of this Colony in reference to messages from Melbourne for the *Evening News*, and whether they are sent from Melbourne immediately upon receipt, to the prejudice of any other messages, either private or Press? If they are transmitted by the Melbourne office immediately they are received, without reference to messages put in before them, I consider that the officers in Melbourne do so at their own risk, and in violation of their Act of Parliament—their Act is similar to ours, viz., that all messages shall be sent in order of receipt, except Government messages, arrest of criminals, and administration of justice—and in so doing rendered themselves liable to a penalty of £50. But I have no power, of course, over these officers, and if they contravene the law we are not to blame for it. The times of the receipts and transmission of messages, during the period mentioned, from Albury are contained in the list herewith, for the month of October, 1872.
496. Have you any reason to believe that this is done? I do not think they would be so foolish. Here is the clause of their Act (*Witness reads*). That is their law, and it is exactly the same as ours, so that if they do as described, they do it in contravention of their own Act of Parliament.
497. Is there any delay in the delivery of the *Empire* messages when received in Sydney? As a rule the messages are sent out immediately they are received; but during 1872 there was an unusual augmentation of business, and with a limited staff of messengers it may have happened at times that none were available,

available, but in the ordinary course of business this would happen very rarely. Since the Estimates have been passed there have been additional messengers appointed, and delays are not so frequent. I have made inquiries, and cannot hear of a single instance of the messengers having kept any of the *Empire* messages in their pockets until the following day, as stated by Mr. Bennett. I also append a statement from the principal booking-clerk, who not only denies the charge, but states that the *Empire* messages have been invariably sent out by special messengers. (See Appendix C 10.)

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498. Can you inform the Committee what caused the detention of Mr. Bennett's message, asking for a Mail message on the arrival of the June Mail in Melbourne? On this date the Mail arrived in Melbourne, and there were 180 private telegrams, in addition to 4,000 words for the Press, which rendered it difficult to work off the business on the Melbourne line without considerable delay, more especially as the other line was not available in consequence of its being out of order. The *Empire* message to "Quarril" was handed in after Press reports were commenced; and was sent on in regular course.

499. Was there any reason for the length of time occupied by Mr. Bennett's message from Cardwell with reference to the Eclipse Expedition, on the 16th December, 1871, and was the message for the *Herald* delivered, as stated, in the morning, and Mr. Bennett's not till 10 p.m.? The cause of the delay was the unsatisfactory way the Queensland lines were working during the day. It is not a fact that the *Herald* received these messages in the morning. The *Herald* message came through after that of the *Empire*, and is timed 9.35 p.m., and was not published until the Monday following.

500. Then, it is a fact that the *Empire* message came through first? Yes, it was the case. It came to this station first, and was received at Cardwell first. The *Herald* message came through here at 9.35. Mr. Bourne sends me the following report on the subject. (*Witness reads. See Appendix C 11.*) I believe that the complaint arose from the Victorian Government Astronomer having telegraphed down to Melbourne prior to the interruption of the line, and the news getting abroad there, was telegraphed back to Sydney.

501. So that, in your opinion, this complaint has been caused by the Government having transmitted the news to Melbourne, by the news having got abroad there, and by its being telegraphed back to Sydney and made public before the direct message came on? Yes, I believe that to have been the case.

502. Then the *Empire's* message was lodged at Cardwell before that of the *Herald*, and was delivered here before that of the *Herald*; but owing to the regulation allowing Government messages to have precedence, the news was sent on to the Melbourne Government, and thus got into the Melbourne papers, and afterwards came on here in an indirect way from Melbourne? Yes; it is quite clear to me that it is to be accounted for in that way only.

503. Is it true that private messages have ever been sent before the *Empire's* report, on the arrival of the Mail? In no single instance, except when the message for the *Empire* has not been deposited until all the Mail business has been disposed of.

504. Can you give us any information in reference to some overcharge said to have been made in January last? These charges were made in Adelaide, and this Department checked for the amount; they were not for publication, and were therefore charged at full rates. These charges are of course made where the messages originate; and if not collected, the officers here would have had to pay the amount themselves. These messages were occasioned by the officiousness of Mr. Bennett's agent, Mr. Longson, for which he apologized; and the Adelaide Office required that payment should be made, I presume, in consequence of his want of judgment. I hand in copy of memos. referring to this matter. (*See Appendix C 12.*)

505. Do you not consider that the message from Galloway to the *Town and Country Journal* was an overcharge? Mr. Galloway's message to the *Town and Country Journal* appeared at the time an overcharge, and Mr. Walker remonstrated with the Melbourne Office about it; but they would not reduce the charge to Press rates. This Office did all it could in the matter, but the Melbourne Manager telegraphed back the following: "Sender not a recognized correspondent on Press service, therefore charged full rates." (*See Appendix C 13.*) There is no doubt that in this case Mr. Bennett was overcharged, but we had no power to reduce it unless we paid the difference ourselves, as this office would have been surcharged with the amount.

506. Are the messages for Gordon & Gotch delivered to them, and do they pay for the same? They appear in the books of the department as addressed to Gordon & Gotch, but delivered to the *Herald*, in the same way as Greville & Co.'s and Javiett's used to be sent to the *Empire*. The payments are made by the *Herald*, but this is a matter of very small moment, so long as the Government obtains payment for their transmission; that is all our department has to look to.

507. Then, in your opinion, the charges brought against your department by Mr. Bennett are not borne out generally by facts? I think I have satisfactorily proved they are not; but, with your permission, I will sum up the charges brought against the department by Mr. Bennett, and replies thereto. 1st. That there has been any undue considerations in favour of the *Herald* I most distinctly deny, in which I am supported by the documentary evidence produced; and the officers of the department can give evidence in verification of this statement if necessary. 2nd. That the Press messages for the *Empire* have not been wilfully detained on the lines in this Colony, nor have they occupied a much longer time in transmission than was absolutely necessary. 3rd. That there have been no arrangements that the Press messages from Adelaide should contain only 1,500 words, which will be seen by a telegram from Mr. Todd, Superintendent of Telegraphs, Adelaide, marked C 2, under which circumstances this department cannot be held responsible for messages containing a greater number of words being sent over the lines in this Colony from the Colony at which they originate. 4th. That the messages for the *Herald* and *Empire* are not deposited in the Adelaide Office within a few minutes of each other, but on the contrary there is an average difference of nearly one hour. 5th. That the private telegrams by the mail are not sent before the *Empire's* message, when the messages for that paper are deposited in time, and that the private messages have only been sent when the line is clear, and the *Empire* message has not been there to send on. 6th. No such statement was ever made by me, that if there were a dozen lines Mr. Bennett should not have a word until Mr. Fairfax obtained his messages. 7th. That the statement of Mr. Bennett that I acted as a servant to Mr. Fairfax is a gross fabrication, for which there is not the slightest foundation. 8th. That I did not, as alleged, refuse to give Messrs. Hanson & Bennett a copy of a joint message to them and the *Herald*, but the message in question was from Melbourne, and not from Adelaide, nor was it from their joint correspondent, neither was the message refused until directed to do so by the Messrs. Fairfax. 9th. That neither Mr. Bennett nor his clerks have been treated with incivility by myself or officers; but on the contrary every courtesy shown them. 10th. No alteration has been made in the method

of

E. C.
Cracknell,
Esq.

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of conducting the business of the department since this Committee was called for. 11th. That the non-increase in the receipts is not a fair criterion as to the management of the department, as the comparatively small increase arises from other causes which have affected the Telegraph Departments in the whole of the Colonies, as may be seen by Appendix A.

508. *Mr. Burns.*] How did it come about that there was this understanding that there was to be a limit to the number of words each paper was to receive? It originated through an agreement between the Adelaide and the Melbourne Departments; and the *Herald's* message coming through to the *Argus* at Melbourne, the regulation or understanding came to be established as far as Victoria is concerned.

509. Has there been any convention on the subject? No, we are not parties to any agreement of the kind, and we have not even had any correspondence on the subject.

510. Supposing 5,000 words to be sent through to one paper, would you be bound to receive them, under the existing law? Yes; under the law we must take every word.

511. Since there has been direct communication between England, there has been a falling off in the competition on the arrival of the Mail? Yes, they take no trouble over it now. The *Herald* still continues to send an agent to collect the news on board the branch steamer, but they attach no importance to it.

512. And the messages are much shorter? Yes; the *Herald* only takes some 300 or 400 words now, in place of 3,000 or 4,000.

FRIDAY, 14 MARCH, 1873.

Present:—

MR. LACKEY, | MR. TUNKS,
MR. ROBERTSON.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Mr. J. H. Heaton called in and examined:—

Mr. J. H.
Heaton.

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513. *Chairman.*] You have some evidence to give with regard to the matter referred to this Committee? Yes.

514. Would you be good enough to state what the matter is about which you wish to give evidence? I have had a great deal of travelling in connection with the *Town and Country Journal*, in the country, as special correspondent of that paper.

515. Your business has brought you into communication with the Telegraph Department? Yes.

516. Have any special matters occurred in your experience calling for remark or inquiry? The first complaint I have to make is that there is no confidence felt in the Telegraph Department.

517. You mean in the country districts? Yes; I refer particularly to the Gold Fields.

518. Have you resided at any one Gold Field, or had any means of eliciting the opinions of the people? I have been brought into contact with a large number of diggers and others connected with gold-mining.

519. What reason did they assign for having no confidence in the Telegraph Department? The chief reason was that the officers of the department were connected with gold-mining.

520. Have you heard many persons say they had no confidence in the department on that account? Yes, a great number of persons.

521. What Gold Fields have you been on? I refer to the Tumut and Adelong Gold Fields as the last.

522. Does the business of the people there bring them much in communication with the Telegraph Department? I understand a good deal of business is done, as many of the shareholders reside in Sydney. Of course, in referring to the Tumut and Adelong Gold Fields, I include Gundagai.

523. Was it in course of conversation that you elicited opinions adverse to the department, or did people complain of it? Both.

524. Did they allege they had no confidence in the department because some of the officials had dealings in mining matters and were concerned in mines? Yes, deeply concerned.

525. Did they make specific complaints of anything having been done wrong by the officials? They never could fix upon anything exactly, but they knew that the chief officer in the department had large numbers of shares in certain mines.

526. But did you hear any specific complaints of anything having been done wrong by the officers of the department, in mining or anything else? They knew that they could not achieve certain objects by telegraphing. Suppose an officer is interested in a certain mine, and a telegram goes through that gold has been struck; he can buy up in a few hours all the shares that are for sale.

527. Have you heard of anything of this kind having been done? Yes, I have.

528. About what time were you on these Gold Fields? About twelve months ago—rather less than twelve months ago.

529. Were any complaints ever made to the Government about these matters? I am not aware. I know that since then the head of the Telegraph and Postal Departments has issued a notice forbidding officers to deal in mining shares, on pain of dismissal.

530. That is recent? Yes.

531. Do you know of any malpractices of the officers? Yes; I know that free telegraphic memos. have been sent to officers of the department, and messages have been kept back while they were going through.

532. You mean that information has been communicated between telegraph officials, and the messages have been kept back? No; private persons have been communicating with officials, and messages have been kept back.

533. What office has this occurred in? In the Adelong Office.

534. Messages have been sent through to the officials or by officials? I know a message was sent, on one occasion, by a private person to a high official in the Telegraph Department.

535. And other messages were kept back while that one was sent through? Yes, and sent through free.

536. It was sent through in priority to private telegrams which were paid for? Yes.

537. How long ago was that? About twelve months ago.

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538. From the Adelong office? Yes. This was done publicly—it was done in the office.
539. How do you know that this occurred? I was present.
540. Did you see the message go through? Yes.
541. Do they allow persons in the office in that way? I was allowed.
542. Can you fix the month that this occurred in? I can by reference.
543. What had the telegram reference to? Some mining matter, in which, I presume, the head of the department was interested.
544. But I thought you said at first that this had reference to some mining matter in which a high official had an interest? Yes.
545. Was it in reference to a gold lease? A gold lease, as I understood. I know it was in reference to matters connected with gold-mining.
546. How do you know it was not charged for? Because the sender told the operator it was an arrangement that all messages for Mr. Cracknell should go as memos, free. I did not complain of that so much as of my message being kept back.
547. What is the name of the officer? I can give the name, if you like.
548. You have made a serious charge against the officer of the Adelong office—what is his name? I think his name is Casperson.
549. *Mr. Lackey.*] Was that the man who sent the message? No; he merely acted upon his instructions—he was the Station-master.
550. *Mr. Robertson.*] Who was the person who sent the message? A commercial traveller named Bradford.
551. *Chairman.*] The Station-master said there would be no charge for it? No; but it was handed in by the commercial traveller, who said—“These messages for me go as free service memos.”
552. How do you know it was about a mining matter? Because it was made public.
553. Was it read out? It was, to several persons there present. I was one of those. It had reference to a mining matter, and the sender read it out before he gave it to the operator.
554. Do you know of any other instances of mismanagement in the department? I may say that there is a general dissatisfaction up there, and the miners as a body and several shareholders told me that they had no confidence in the department, because these high officials had large shares in mining. One was said to be interested to the extent of £20,000.
555. In mines in that locality? Not all in that locality. The officer's name is often mentioned in the Government Gazette.
556. *Mr. Robertson.*] What is his name? It is Mr. Cracknell.
557. *Chairman.*] Was it generally known among the miners that this thing was done? Yes, it was generally known.
558. This particular instance? I don't know. This instance was spoken of, and with dissatisfaction.
559. But there was a want of confidence in the department, because the head of the department was concerned in gold-mining? Yes.
560. You have travelled a good deal in different parts of the country? Yes, a good deal.
561. Did you hear any other persons express this want of confidence in the department? Yes; it is so general. In almost every Government Gazette that comes out, they find in it the name of Mr. Cracknell, either as a shareholder, or worse still, as a promoter.
562. And do people assume that on that account the department is badly managed? No; but from such circumstances as I have mentioned, and knowing that Mr. Cracknell has these memos sent to him, and that he has also command of the wires, he could buy up all the shares in a mine when gold was struck, if he had any man outside to work with him. I don't say that he has done this, but that he could do it if he liked, and people say so.
563. Do you know of any other instances of wrong-doing in connection with the department, beyond mere general statements or complaints—have you travelled on any other Gold Fields? Throughout Gundagai and towards Albury and Tumberumba. I have spoken to those interested in mines, and those who are largely interested make the greatest complaints of want of confidence.
564. *Mr. Lackey.*] You say you are connected with the *Town and Country Journal*? Yes.
565. You correspond with the office in Sydney from different parts of the country? Yes.
566. You are acquainted with many of the telegraph offices? I go to almost every office to send telegrams on matters of pressing importance in the places I visit.
567. And these are long messages occasionally? Yes.
568. Have you found any inconvenience in the management of these offices when you have had to send a message? Yes; there are grave complaints—first as to the delay in forwarding messages, and secondly that many of the operators are in the employ of the *Herald*.
569. The operators are employed by the *Herald*? Yes, they are in the service of the *Herald*.
570. What evidence have you of that? I can fix upon one case very distinctly, and others I can only judge of from circumstances which I will relate. The first I can fix on occurred fourteen months ago. Mr. Bennett sent me to Eden, Twofold Bay, with the Earl of Belmore, to report his tour through the district. On my arrival at Eden, I waited on the Telegraph-master, as it was notorious that he was the *Herald* correspondent. I asked him if he would now abstain. As the *Empire* had gone to great expense in sending me there to report, and the *Herald* had sent no one, it would be unfair to Mr. Bennett, who had gone to this expense, to allow the *Herald* to have messages. I asked him to abstain from sending messages to the *Herald* on that occasion, and he said it would not hurt me. I said it most decidedly would; that the object was to get the news first, and as Mr. Bennett had gone to great expense it was unfair to him.
571. Who was the operator? Mr. Kebbie.
572. You say that he was telegraphing to the *Herald*? Yes, it was notorious.
573. Have you any direct evidence that he did carry out what you say—that he did correspond regularly with the *Herald*? His assistant told me so, and on that occasion that I refer to, telegrams appeared in the *Herald* simultaneously with mine in the *Empire*, that I had reason to believe were got from my telegrams. He should have been in his office attending to his duties, instead of collecting the information contained in my telegrams, and so I believed he must have used my telegrams, or else he must have neglected his duty in order to act as correspondent of the *Herald*.
574. Have you any reason to know that he received any remuneration for that? I do not believe that he did it gratuitously.
575. You have no evidence of that? I have no evidence.

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576. Do you know whether there was any correspondent of the *Herald* there? No; it is such a small place that there could not have been one without my knowing it.
577. It is a place in frequent communication with Sydney? Yes; ships are sighted passing there, and if there is a storm the news is telegraphed.
578. Does this man correspond with the *Herald*, and send news in this way of storms or anything of that kind? No, in that case the information is given outside the Sydney Telegraph Office; but in the case of vessels being dismasted or anything of that kind, the news would only come to those interested, if the telegraph operator did not send a message to the *Herald*.
579. The message you heard read out by the commercial traveller in the office at Adelong—was that message sent by the operator to the *Herald*? No, that was sent to an official in the Telegraph Department.
580. Not to the *Herald*? No, not to the *Herald*.
581. To Mr. Cracknell? Yes.
582. You presume that the message was sent? I am confident of that. I saw it sent off. The telegraph operator was not to blame. I should have done the same as he did, if I had received the same instructions as he received from the commercial traveller, who said that he was acting under Mr. Cracknell's order.
583. Would you send a message free simply because a private person ordered you to do it? He did not do it in that way.
584. In what way then? In a very friendly way. The sender used the words, but said them in a more friendly way.
585. Would it be effective throughout the country, do you think, if a person went to a telegraph operator and said a message was to go free? No, excepting they knew the person.
586. Are they on sufficiently good terms to send messages free? Yes, when they are sent to the head of the department.
587. Do you know of any other instances of telegraph operators sending messages to the *Herald*? I cannot say directly that they have been sent, but I know when I have sent information that I believe only myself could have obtained, it has appeared simultaneously in the *Herald*.
588. You believe that is in consequence of the favour shown by the telegraph operators to the *Herald*? Yes, I do.
589. You don't think that the information could be conveyed by people who were accredited by the *Herald* in the district? I do not; I believe it was sent from the office.
590. *Mr. Tunks.*] Have you any knowledge of the mode of conveying messages by telegraph—the operation? Yes, I have some knowledge of it.
591. Do you think it possible that every operator between the termini of the line could receive a message simultaneously with those in Sydney? Yes, in cases where the lines are connected.
592. So that if a message came from Albury, every station would receive it as it passed through? Yes, if they were connected.
593. Is it not possible for a person whose ear is trained to this kind of thing, and who may listen, to know a message that is going through? Yes.
594. Is it not possible then that a person not at the extreme end of the line could obtain the information about which you complain, and transmit it? Yes, it might be so, but in that case other operators would be implicated, so that it does not take off the sting of the charge.
595. You say that these men were in the pay of the *Herald*? Yes.
596. Do you distinguish between favouring and receiving pay? Yes.
597. They would, you think, just as soon favour the *Empire* as the *Herald*, unless they were paid by the latter? I cannot say. I consider that those who pay for it in this case get the information.
598. There is a continuous rivalry between your paper and the *Herald*? Yes, and that is the reason why we are so jealous of any undue advantage being given to the *Herald*.
599. What is the name of the telegraph operator at Adelong? Casperson.
600. And the commercial traveller? His name is Bradford. He is largely interested in mines, and it was understood that Mr. Cracknell was concerned to the extent of £20,000 in mining speculations. Of course the Government Gazette will go to a certain extent to confirm what I say, and that can be produced.
601. Have you made any complaint of these matters to the Government or the head of your department? Yes, I have repeatedly complained to the proprietor of the journal.
602. What kind of a place have they at Adelong? A very inconvenient place—not at all suitable. It is a Telegraph and Post Office combined.
603. Is there any arrangement for keeping the Telegraph Office separate from the Post Office? No, none.
604. Is that the reason you were present when messages were being sent through? Yes, that is the reason I was present.
605. In your opinion, would it be desirable to connect the Telegraph with the Post Office Service, with a view to economy? Yes, most decidedly.
606. That is, I presume, you mean if there were proper accommodation? Yes. I wish again to state that the Postmaster of Adelong was not at all to blame in that matter. It was done openly, with the consent of the sender of the message.
607. *Mr. Robertson.*] If anything occurs to you that you think comes within the scope of this inquiry, give us the benefit of your knowledge? There is one thing I should like to say with regard to the delays in the Telegraph Department in sending messages, and I contrast it with the expedition in the offices of the other Colonies.
608. *Chairman.*] You mean that the delays in sending messages are greater here than there? Yes.
609. Have you had reason to complain? Yes.
610. Have you complained to the Department? Repeatedly to the Office, and I believe they have complained to the Department.
611. *Mr. Tunks.*] Have we not got a longer length of line than any of the other Colonies? Yes, we have.
612. *Mr. Robertson.*] Have we longer than Queensland? Yes, longer than Queensland.
613. *Mr. Lackey.*] Or the Port Darwin line? No, not so long as that. That is South Australia.
614. *Mr. Tunks.*] Has any Colony a longer length of line than we have? Yes, of course, South Australia.

615. *Chairman.*] The complaint is, that the time occupied in sending a message here is too long? The length of line could not affect the line in the case of such a place as Parramatta, and I have sent messages from there which have been much delayed.

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616. You have compared the time sometimes? Yes, repeatedly.

617. And you have found the time between the sending and the delivery unreasonably long? Yes.

618. You have sent messages from different parts of the Colony? Yes, and from Victoria.

619. *Mr. Tunks.*] Do you mean to say that the other Colonies have a longer line in the aggregate, or a greater number of offices than we have? I think the Colonies mentioned have a longer line in the aggregate, but I don't know that they have a greater number of offices.

620. Do you mean that a message takes longer on a line here than to go an equal distance elsewhere? Yes, far longer.

621. It takes longer to go 100 miles here than to go 100 miles in Victoria? Yes, it does.

622. But would not that arise from a greater number of offices being connected with the capital? Yes, that might affect it.

623. Have any of the other Colonies an equal number of offices and an equal quantity of line with this Colony? I should think that Victoria has a far larger number of offices; I don't know about the length of line.

624. That is only your impression, I suppose? Yes.

625. *Chairman.*] Have you anything further to say? I spent some time in Melbourne, and had some conversation with the officials there about the delays, and in all cases they attributed the blame to New South Wales.

626. Where did they say the delays occurred? The blame in all cases was on the Sydney side of the border.

627. *Mr. Robertson.*] And the Sydney Office put the blame on Melbourne? I said so, to the Victorian officials, and they proved quite the reverse. In Albury there are two officers, one for New South Wales and one for Victoria, and I presume that from the officials there the true causes would be found out.

628. *Chairman.*] Do you think any check could be kept on the time of the delivery and lodging of messages? Yes. It is carelessly done at present.

629. Do you think the time of delivery and lodgment should be on the paper? I think that is very necessary, to check the delays. The Victorian operators say that a more extraordinary system of mismanagement there could not be than there is here. It is a by-word; and, in order to clear themselves, it was arranged that one of the officers would give evidence here, but I think that his duties prevented him.

P. B. Walker, Esq., called in and examined:—

630. *Chairman.*] You have the management of the operating branch of the Telegraph Office in Sydney? Yes, the operating and the booking branches.

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631. What is your official title? Assistant Superintendent of Telegraphs.

632. How many operators have you in the head office, and what are their hours of attendance? There are twelve operators; five of these are on duty from 8:30 a.m. to 6 p.m., three on duty from 8:30 a.m. to 3 p.m., and three on duty until the business is finished. There is also a night operator, who comes on duty at 6 p.m., and stays until the following morning.

633. Are you aware of any favouritism being shown to the proprietors of the *Sydney Morning Herald* by any of the operators? I am not aware of any favouritism being shown by any of the officers to any journal throughout the Country.

634. It has not been their practice to show any favour to any paper more than another? Certainly not.

635. The rules of the department are pretty clear and distinct? Yes, they are very clear and distinct.

636. Will you state to the Committee what has been the rule with regard to the transmission of Mail reports, prior to the opening of the Cable line? The rule is, that all telegrams shall be transmitted to Sydney in the order in which they are received at the Border Station—that is the rule.

637. Do you know of any rule in the office at Adelaide as to limiting the number of words for each journal? I am not aware of any rule to that effect in this Colony, but it has been the practice of the Adelaide Department to send 1,500 words to each paper.

638. Would you be bound to receive a larger number of words? Yes, any number of words sent.

639. But there has been a rule? On the part of the South Australian Government there is such a rule; but we have had no orders on the subject.

640. What is your opinion as to the practice of limiting the number of words? I think it would be a good rule as a local rule, but it would be unfair to limit any journal to a certain number of words, when the proprietors go to great expense to get the information; but of course, as a local rule, it would do very well to limit them to 1,500 words, or even a lower standard than that.

641. What good would it do? It would enable us to send more messages.

642. Would it not be well for the Colonies to have a general agreement on the matter? I think it would.

643. Since the Cable line has been opened, has there been any fresh rule limiting the number of words for Press messages? None whatever.

644. I imagine the competition for the Suez line has greatly declined since we have had the direct line? Yes, it has declined.

645. So that any paper getting messages, would get them more rapidly now by Suez than they did before? Yes; for instance, the *Herald*, instead of receiving between 2,000 and 3,000 words, only receives 200 or 300 now.

646. That would account for the transmission of messages to other papers more rapidly? Yes.

647. Has there been any preference shown in Adelaide or anywhere, to any papers, in sending through these English messages? No, certainly not, no preference has been shown to any Press agencies, or any journals in this Colony.

648. Can you tell us from memory whether the *Herald* has, as a rule, been first to lodge telegrams in Adelaide, or whether the *Empire* has not sometimes been first? That is a question I cannot answer.

649. You don't know how they are lodged in Adelaide? No.

650. You can only tell the order in which they are received here? That is all.

651.

- P. B. Walker, Esq.
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651. Has there been any delay in sending out messages to the respective offices? None that I am aware of.
652. Do you give a preference to any messages in transmission? No.
653. Would you send Press messages in priority to private telegrams? No, we send them in the order in which they are received; the same regulation applies to Press messages as applies to other messages, except the English Mail telegrams *via* Suez.
654. What course do telegrams take over the Australian lines? They are sent to Wentworth, thence to Adelaide, and thence to Port Darwin. On the Port Darwin line there are two or three repeats; one at the Peak I think, and there is a station further on where they repeat to, and sometimes they work direct to Port Darwin. English messages are all received by the route I name. Some messages may be repeated at Adelaide and come *via* Melbourne; it is just possible that they are repeated from an agency there.
655. Are they charged at London rates? No, treated as intercolonial telegrams.
656. Which way do the English telegrams come? Some come by the direct line from Adelaide *via* Bathurst and Wagga Wagga, and others *via* Melbourne.
657. But when they were receiving such a large number of words; did the *Herald's* message always come through first? Invariably on arrival of Suez Mail at Adelaide.
658. Although the *Empire* telegrams came by the direct line? I thought you were speaking of the Suez line. Then the *Herald's* message always came first, because the message was in first at the Adelaide office.
659. You don't know how the agencies of these papers are conducted, so that one may be in advance of the other? No, I am not acquainted with their arrangements.
660. You have not been there when the Mail has arrived? No.
661. I want to know how it was that the *Empire* messages have been delayed at Wentworth? I am not aware that any delays have occurred there, except in two cases,—one case in November, and the other in December last.
662. Had any explanation of the delays been given—I think there was one telegram for the *Empire* delayed at Wentworth for three days in December last? No, there was no telegram delayed there three days. That was a telegram which came here three days later than the telegram published in the *Herald*, and it was said to have been delayed at Wentworth; but such was not the case, because that message was only twenty-eight minutes passing over our lines. From the time it reached our officer at Wentworth, to the time it was delivered in Sydney, only twenty-three minutes elapsed.
663. Do you know when it was lodged in Adelaide? No, I do not know that. We can only deal with our own department.
664. You have had complaints as to the delays of messages? Yes, we have had some.
665. I suppose you have made inquiries at the Adelaide office? Yes, and received explanations.
666. Have you ever heard it alleged that Reuter exercises an undue influence over the English line? I have heard it alleged, but I don't think it is true.
667. Your department has no control over it? No, we could not have any control over it.
668. But do you see how Reuter could have an undue control? I don't see how it is possible he could exercise any undue influence, because I don't think the English Companies would allow such a thing, or the Indian Government either.
669. For how many years has the operating and booking offices been under your control? For fifteen years.
670. Has it been the rule to send out all messages, irrespective of persons, with the utmost despatch? Yes.
671. Did you ever receive from Mr. Cracknell, or any one else, directions to give the *Herald* priority in the delivery of messages? Never.
672. Have you had complaints from Mr. Bennett of the *Empire*, on occasions of delays happening in your office? Yes, Mr. Bennett has complained; and whenever he has made a complaint, he always had an explanation.
673. What has generally been the cause of the delay? There has always been some good reason, either a thunder-storm, or an accident, or an interruption of the line, arising from the line being broken down. In no case has the delay been caused wilfully.
674. Is it the practice of the office to endeavour to accommodate all parties who have business with the office alike? We do all we can to accommodate the public, and every civility is shown.
675. Do you know that Mr. Bennett has made complaints of incivility? I am told that he has, but I am at a loss to know who the officers are. Certainly it cannot have been myself, or any officer I am acquainted with. I am not aware of any incivility. So far as I am concerned, I have always endeavoured to carry out the Superintendent's wishes in this respect, and I am sure every one will say that I have treated them with the utmost courtesy in everything connected with business.
676. How many words per hour is a fair average for an operator to receive? From 1,300 to 1,400 is a fair average.
677. What is the average time per thousand words, for the transmission of a message from Adelaide to Sydney? An operator would do from 1,300 to 1,400 per hour, and I myself have taken from 1,400 to 1,500 per hour, when the line is in good working order.
678. How long would it take to get through 7,000 words? About six hours.
679. Do you know of any instance in which the *Herald* has received so large a number of words as 7,000 in an English message? I am not aware of any instance in which the *Herald* has received so large a number as that.
680. *Mr. Robertson.*] Have you seen the operation of the Telegraph in any other Colony than this? I have seen the operation of the Telegraph Department in Victoria, and been all through the department there.
681. Do you believe there is greater expertness there than here? I think messages are quite as quickly disposed of here as in any other Colony.
682. And as accurately? Quite as accurately.
683. If the department here is looked upon as being asleep, there is no ground for it? I don't think there is any ground for it. I consider that the officers in this Colony are quite equal to the officers in any of the other Colonies.
684. And telegrams are dealt with as quickly here as there? Quite as quickly.
685. Any difference in the length of line would not materially affect it? It would not materially affect it, except where there is a defect on the line. If the line were working badly, delay would be caused.

686. Do you think if we reduced the charges there would be a greatly increased business? Yes, I think P. B. Walker, Esq.

687. What reduction? If the Government reduced messages to 1s. all over the Colony, and 2s. to the other Colonies, there would be a large increase in the business.

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688. Do you think the reduction would be advantageous in a pecuniary point of view? I do not think, looking at it for revenue, that it would answer at first, but in course of time it would pay.

689. Supposing we went on for ten years at the present rate, or at the reduced rate you recommend, what would be the state of matters from a pecuniary point of view? Taking into consideration the reduction in 1870, if we were to reduce the rate now to 1s. we should double the number of messages, and, by doing that, of course accommodate the public accordingly.

690. True; but I wish to know about the revenue? I don't think the revenue would come up to the present standard.

691. What would be the additional expenditure, supposing you had double the work, and assuming you make the reduction of which you speak? It would take an expenditure of about £25,000 or £26,000 more for new lines.

692. On a gross income of what? About £46,000.

693. I meant what would be the expense of additional employés, and so on? I meant the additional expense of increasing the lines.

694. What I meant was the additional working expenses? The additional working expenses would be about £3,000.

695. Not more than that? Not more.

696. Then, if we double the work, it will be a great success? Yes, of course, looking at it in that light; but then we should have to double the present lines.

697. I don't say anything about doubling the lines. You assume that it will only cost £3,000 more for the additional employés, and that the return will be nearly double? The cost of the additional staff would be £3,000, and the number of messages would be doubled, but I don't anticipate any increase of the revenue at present.

698. Then you would simply get more work? Yes.

699. *Mr. Tunks.*] But you think it would recoup itself? Yes, in the course of two years.

700. What new lines would be required? An additional line to Tenterfield, to Wentworth, and Albury, and also additional lines to Maitland and Newcastle.

701. *Mr. Robertson.*] Would not you carry the additional line to Tenterfield right on to the Border? Certainly, but we consider Tenterfield as our Border station. We take our line to Maryland, in Queensland, and call Tenterfield the Border station.

702. Have you an establishment at Maryland? No, we have no establishment there, but one at Tenterfield.

703. Have the Queensland people officers there? Yes, and that is our Border station.

704. Have you given consideration to a matter that has been some time before the public—the idea of having messages from Europe giving information of general value to the Australian communities; would it be desirable, or not, to have Government messages paid for by the whole of the Colonies, with a view of having accurate and reliable information of colonial importance? I have given some consideration to the matter.

705. Are you of opinion that that would be practicable. The idea would be that, at every station throughout the Australias, these general messages to come through cable should be posted up. The whole of the offices in Australia should receive the same message to come by cable, and be paid for by all the Colonies, and the information would be published at all the offices. That is the idea we are desirous of inquiring into? It would be practicable, but I don't think it would answer well, because it would take up a great deal of time to get that information, and post it at all the offices.

706. How would it take up time; it would come by cable? It would take a deal of time to transmit that information throughout the Colony and post it up at all the offices.

707. How long would it take? That depends on the length of the message.

708. Suppose 100 words? About ten minutes. If it were posted throughout the Colonies, it would clash with Press messages.

709. It would take precedence, being a Government message, and the Press could take it from wherever it was posted? It is quite practicable for such a thing to be done.

710. And would that involve any great additional expense to the department? It would involve a very heavy expense, if it was intended to be taken as a daily telegram.

711. No; say once a week; of course the wires we have got would carry the message, but would it require more employés? If the telegram were taken from London daily or weekly, it would have to be paid for in London.

712. No doubt about that? It would cost about £50 per week.

713. To be divided among all the Australian Colonies? Yes, supposing the message to be only 100 words.

714. *Mr. Tunks.*] That is 10s. per word? Yes.

715. *Mr. Robertson.*] Well, amongst all the Colonies £50 per week would not be very much? Not if it were divided amongst them all.

716. That is the idea—to have one Australian message to come here, and lead off to the various places and stations, and be posted at all the most convenient places? Yes.

717. What I want to know now is, whether it would cost a great deal to have this message copied and posted? I don't think it would make much difference oncé a week, but I considered the matter as a daily telegram; as a weekly telegram it would make little difference to the officers in the country.

718. Is there not some chance of making some arrangement with the proprietors of the cable to have these messages come through at a lower rate? I don't think it is practicable at present, but I believe there is some movement on foot in England to reduce the rates.

719. Suppose the Colonies of Australia were to subsidize this line, on condition that they sent messages at a very much lower rate—say at half the present rate—would there not be a great many messages come? Yes.

720. What proportion more? I think there would be double the number.

- P. B. Walker, Esq.
14 Mar., 1873.
721. Then in that case the Cable Company should be content with a low subsidy, if they had double the number of messages? They would merely look at it as a monetary speculation, and if the Colonies subsidized the cable they might feel disposed to reduce the rates in proportion.
722. The Telegraph Companies looking upon the cable as a source of income, would consider it from that point of view, and if they got double the work they could lower the rate for a very small subsidy indeed? I should think they would entertain a suggestion of that kind.
723. What should be the subsidy— $\frac{1}{4}$ for the $\frac{1}{2}$ reduction—do you think that would be fair? No, I don't think that would be fair.
724. Not in view of their getting double the work? No, I don't think so.
725. What do you think would be fair? I think if you gave them $\frac{1}{3}$.
726. That is to say, instead of a man paying 9d., you would give $\frac{1}{3}$, and the man would have to pay 4 $\frac{1}{2}$ d. Yes.
727. *Mr. Tunks.*] What is the cable capable of doing? About 300 or 400 messages per day.
728. *Mr. Robertson.*] How many do they do now? Not more than sixty or seventy. There is no difficulty so far as the cable is concerned. There are not more than twelve messages per day sent from this Colony.
729. Does the cable pay? Yes, it must be paying—the price is so high.
730. Have you thought of our having another cable from Normantown—an additional cable? Yes, I have.
731. I think the bed of the ocean has been surveyed, and found much more suitable than that over which the Port Darwin line passes? Yes, it is very favourable—a good mud bottom. Of course the coral will have to be avoided. There is some coral there, but there is a good bottom in the gulf.
732. *Mr. Tunks.*] It is when the cable rubs against it that the coral cuts? The coral grows round it sometimes.
733. *Mr. Robertson.*] Have you considered the importance of having a line there? Yes, I consider it very important. I would take it from the Norman mouth across to Timor, and to Bangoewangie. To Singapore would be a good line, and it would be desirable to carry out such a line.
734. At that place you mentioned—Bangoewangie—would you not then come into the hands of this Company? Yes, that is the difficulty.
735. Well, then you would have no competition? No doubt the best route would be by Bangoewangie, but then you would fall into the hands of the other Company.
736. Well, that line would be of no use. Do you think these two lines would pay? I don't think that they would pay at first without a subsidy, but after a year or two the two lines would answer very well.
737. Do you think, considering the importance of having a second line, it would be well for New South Wales to subsidize the second line? I certainly think so.
738. Has it come to your knowledge that in the country districts there is a complete want of confidence in the Telegraph Department, and particularly on the Gold Fields? No, I have not heard of it.

TUESDAY, 18 MARCH, 1873.

Present:—

MR. TUNKS,

MR. BURNS,

MR. WEARNE.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

John Fairfax, Esq., called in and examined:—

- John Fairfax, Esq.
18 Mar., 1873.
739. *Chairman.*] I dare say, Mr. Fairfax, you are aware of the objects for which the Legislative Assembly appointed this Committee. It was the desire of the Assembly that we should seek for information from gentlemen likely to be able to give it, on several points, with reference to our system of telegraphy, and report our conclusions after taking that evidence. The Committee have sought, first of all, to obtain the best information they can with reference to the line of telegraph to Europe. Will you be good enough to say what your opinion is as to the present rates charged for messages transmitted from England to New South Wales? I think the rates are too high. In fact, they are so high that it is quite impossible for any newspapers to continue to pay the charges, unless assisted by the Governments of the Australian Colonies.
740. I would rather begin with the general matter of telegrams, and we will deal with the newspapers afterwards, if you please. Is it your opinion that if the Government, by negotiation with the various proprietors of these lines, can obtain a considerable reduction of the telegraphic charges for messages, there will be anything like the same amount of money realized by the line as is realized now—would the increased number of messages be likely to realize the same amount of money? Do you refer to cable messages?
741. Yes? I have no doubt there would be a large increase in the number of messages. I myself would once a week send a cable message to England if the charge were reduced. I have only received one cable message from my son since he has been at Home, simply because the message costs £10.
742. You think if the Governments of Australia could bring some influence to bear upon the Companies holding these wires—could be induced to pay a subsidy, so as to induce these Companies to reduce their rates—you think that the money would not be all lost, but that there would be a considerable amount of increase in the business? Yes; I think if the price were to be reduced one-half, there would be perhaps double the number of messages, and there would be no loss to the proprietors of the cable line.
743. Supposing that the Australian Governments were to make some allowance—to offer the cable proprietors some subsidy—I presume that such subsidy need not be the full amount of the reduction. The subsidy offered to induce the lower rate of charge might be something between the present charge and the reduced charge; that is—supposing, for example, that those lines are earning £20,000 from the Australias, and supposing we were to obtain, by giving them a subsidy, a reduction in their rates of one-half, would not a subsidy of £5,000 (considering the probable increase of their business consequent on the reduction of the rates) be likely to tempt them to make the reduction? I think so, but I know so little of the Company that has established the cable that I cannot say what they would be likely to do. I have never paid attention to the subject.

744. Have you given your attention at all to the question of publishing in Australia a general message paid for by all the Colonies—I mean the whole of the Australias uniting to have a message sent—to have some kind of guarantee, not exactly of the accuracy of the messages, but of the rectitude of the persons sending them—that the various Australian Governments may unite in conveying information of that kind, forwarded in one message sent through the cable and distributed throughout Australia? I think if all the Governments unite and subsidize the line, there might be a very perfect message received every night—or morning rather. The messages usually come in about 2 o'clock in the morning.

John Fairfax,
Esq.
18 Mar., 1873.

745. Do you mean that we should give a general subsidy for all messages? Not all messages—not inter-colonial messages, for instance.

746. Do you mean that we should pay a subsidy on all messages from Europe? I mean that you might pay a subsidy on news in general for publication; and as to the mode of publication, that would depend on the arrangements to be made. The Government in each Colony may sell the message to the newspapers, or may give it to them gratuitously. They might do either. I should not object to a charge.

747. To-day, we have it announced by telegram in the paper that wool is 25 per cent. lower than it was in February last—that is a tremendous reduction? But the wording of that message is so constructed that I confess I do not understand it.

748. It might be that that message was so constructed as to be unintelligible—it might be that the message was sent with some object other than a desire to give the best news; and what I want to know is, could we not have some good authority on the other side of the water—some high officer—to telegraph daily, or weekly, or bi-weekly, news of that kind, such as the prices of wool, tin, copper, oil, all our great commodities of export; and also the prices of the leading articles of commerce that we import, and especially the fluctuations of our own funds—might we not have a message sent by some high and reliable officer, through the cable, at the expense of the whole of the Colonies; and when it landed in Australia, have it distributed to every station in the Colony, and posted up there, and then, of course, the newspapers could get it? Your Agent-General might arrange that. He is the man to do it for you; or a man in his department.

749. Do you think the thing would be practicable? Yes, I think so.

750. You see it could not be done by our Agent-General, because it must be done in concert with the whole of the Colonies, and the officer must act as the Agent of all the Colonies in this matter? A man of that sort would be easily found, I think.

751. What would be the cost? I cannot judge.

752. Would a salary of £1,500 a year be sufficient? That would be ample, I should think. Any man employed by the Agent-General, and living on 'Change, could do it. I have been on 'Change, and ascertained the prices of everything in the market, in ten minutes; but that is seven years ago.

753. You think it could be done? Yes, easily.

754. Then one general message would come through the wires to the Australias? Yes.

755. It would be paid for by the Governments of all the Colonies—that is the economical view of the matter: then, it would come to us from a person whose interest would be to send true messages? Yes. There is a question here, we shall come to presently—question 316—that I shall be glad to explain.

756. You incline to think, then, that these things are practicable—that there are two changes we might obtain with regard to our telegraphic connection with Europe: first, that we might, by paying a comparatively small subsidy, arrange for lower prices for messages generally; and the other is, that we might have a Government message sent to all the Australias, that might, as a rule, be regarded as thoroughly reliable? Yes; each Government paying its own expenses.

757. Yes, as we have had from Mr. Cracknell what the probable expense would be, I think we need not ask your opinion on that point—he would be more likely to know that than you? It would cost £10,000 a year.

758. But you think there would be no difficulty in carrying it out? No, I do not think so.

759. You must have thought upon the question of the charges for intercolonial telegraphy—I am not now speaking of the cable, but of intercolonial telegraphy—Can you suggest any improvement on that system? I can only say that, if the prices were reduced one-half, we should double the information published every day. We did do so when the reduction was made, some two years ago—or rather three or four years ago. Telegraphy is a very serious expense. We have paid the Telegraph Office, from 1859 to the end of last year, £14,989 6s.

760. You mean your newspaper establishment has paid that? Yes; and these telegrams were entirely from the Colonies, because our European telegrams were paid in London.

761. And you include in that the New South Wales telegrams—that is, messages received from different places within the Colony—such as the Hunter, Bathurst, and so on? Yes.

762. But I was inquiring of you with reference to the intercolonial telegrams—from South Australia, for instance? We have, for thirteen or fourteen years—until the late alteration—paid large sums for messages through from Adelaide to Sydney. Our information has been collected in Bombay and Galle, a reporter meeting the steamer at Galle, preparing a message on board the vessel, and sending it on by wire from South Australia here.

763. And you will include the expense of the Brisbane messages too? But there is not much expense in that.

764. But you sometimes have long messages from there? Yes.

765. I remember when that vessel was wrecked—I forget the name—you had telegrams about it from Rockingham Bay? Yes, from as far as the line reached.

766. You are of opinion that the intercolonial telegraphic charges are too high? Yes.

767. And that they might be reduced without any great sacrifice of revenue? I think private messages should be reduced by one-half, and Press messages by another half. We are your best customers.

768. With regard to Press messages: Supposing a paper belonged to Mr. A, and he had a message which was first lodged in the Telegraph Office, would you permit him to send as many words as he pleased, or would you limit him to a certain number? I think the Act of Parliament provides for that. "All messages shall be transmitted and delivered in the order in which they are received by the manager or other officer in charge of the station at which they shall be received. Except that messages relating to the arrest of criminals the discovery or prevention of crime or any matter connected with the administration of justice and all Government despatches when so required shall have priority over all other messages. And every officer offending against this section shall be liable to a penalty not exceeding £20 to be recovered before any two Justices." There is nothing in that about limiting the number of words.

John Fairfax, Esq. 769. But do you think there should be? No, I think there should not be, and according to your own Act—

18 Mar., 1873. 770. We don't want you to read us the Act. Do you think it is good—that's what we want to know? Yes, I do. I think the man who spends £300 or £400 per month in getting information, and who has his message placed first in the Telegraph Office, should get his message through first, as a matter of justice, rather than a man whose message does not cost 5s., and whose message is not placed in the office first. That is according to your Act, and your Act is just the same as the Victorian Act, save that the fine there is lower,—it is £20 here.

771. We don't want to know what the Act is, but what your opinion is? Well, your question refers to the past, and not to the present. The system is changed. We have daily messages now, and we therefore have no long messages now from Adelaide. We used to have an immense number of words prepared on board ship, and placed in the office at Adelaide, long before another message that had to be prepared in Adelaide, after the arrival of the steamer, could be prepared. That is as plain as possible.

772. It is your opinion that it is not necessary to limit the number of words to any person who first obtains possession of the wires? No, it is not necessary.

773. Would it have been necessary in the old state of things? It is entirely altered now.

774. Was it necessary then? We carried on a warfare with Greville & Company for thirteen years, and were only beaten three times, I think.

775. Then you say it was not an undesirable method of allowing the first come to be first served? I do not say that, but I say it was a system of competition. We had a perfect right to compete, and to get for our customers the best news we could, and the earliest news.

776. But the lines being Government lines, is it, in your opinion, right for the Government to permit the first person who obtains possession of the lines to keep possession of them by such an unbounded number of words as to prevent any other message coming through? I don't think we have ever had a message, short or long, that was not placed in the office earlier than any other message. If any other message had been placed in the office earlier than ours, it should have come.

777. But do you hold that—these lines being Government lines—a person who first obtains possession of the line may go on to all eternity, sending words through? I don't say eternity—that is a long time.

778. Well, for a day? Nor a day; but I will tell you what was done in New York. The reporters boarded ships, and made up their reports partly on board the vessels and partly on shore, and there was a keen competition. One person was preparing his message, but fearing that he should be disturbed and lose possession of the line, he gave them the 119th Psalm, and told them to go on with that; and then came his message.

779. And was that right, in your opinion? I don't give any opinion about it. It was competition.

780. Then as you are silent on the subject, I shall suppose you think it is wrong? You cannot allow it in future. The thing is changed.

781. With regard to the New South Wales messages, are you of opinion that the rates are too high in our own Colony? Yes, I think that they might be reduced with advantage to the Revenue, and, of course, to public.

782. Have you considered the question of the desirability of having another cable from Australia, for the purpose of being connected with one or other of the European lines? I think it is important that there should be another line. For instance, this question 316 refers to a case in which copper was quoted in the *Herald* at £79. Well, we did not believe it at the time, and we put a paragraph in the paper on the same day, cautioning the public not to trust the telegram, but to wait for further advices. We telegraphed to Melbourne and Adelaide about it, and the reply was that it was according to cable; and in the *London Times* of the same date copper was quoted at £82. We had no means of correcting our telegram, as the line was down for five days after it came through. That was the fact, and I have the papers here to show you.

783. You are of opinion that it is desirable our Colony should endeavour to influence the other Colonies to join in obtaining another line, say from Port Norman to where? Singapore I think. It is very important indeed. In the case I have just referred to the line was down for five days. It might be down for a month—we can't tell. Information I had from a gentleman who assisted in constructing the line to Port Darwin all the way through, was of such a character that it made me doubt of its being perfect.

784. In going to Singapore, instead of going by way of the Dutch settlement of Java, we should then come into another system of telegraphy, where we should not be at all dependent on the same Company? I think you must join the Company at Bombay or Galle,—I am not sure which.

785. We should have nothing to do with this Australian Company? I have not paid much attention to the matter; I can't say.

786. This would be quite a distinct line: at Singapore we should get into another system of telegraphs altogether? I can't say.

787. You are of opinion that our telegraphic business with the Mother Country, and our foreign telegraphy, is becoming sufficiently large to require that consideration should be given to obtaining the influence of the other Colonies towards getting another cable? I am sure we cannot be certain of getting correct information until we have another cable—two lines, in fact.

788. The Committee finding that, in some evidence (that they would much rather not have received), there were many matters you might like to have an opportunity of alluding to in your evidence, forwarded to you the evidence of Mr. Bennett. Is there anything relating to that evidence that you feel inclined to offer any observations upon? I will answer any questions; I had rather not touch at all the evidence of Mr. Bennett, but I will answer any questions upon it. Take, for instance, the 316th question.

789. I see that I asked Mr. Bennett—"Have you given consideration to the question as to whether or not the public is safe in having a system of telegraphy at such high charges that only a few people can use it—might this not lead to great advantages being taken by wealthy people? My opinion is, that as the thing is at present, with these enormous rates, it is injurious to the public rather than otherwise, because it enables people to interfere with market prices. This has taken place with regard to copper, and may take place in many ways." Then I asked—"In what way with regard to copper? Telegrams were published in Sydney, stating that the price of copper was much lower than it really was. This had the effect of lowering Peak Downs Shares. In one case copper was represented as worth only £76, instead of some much higher sum, and Peak Downs Shares came down from £9 to £4. That represented the destruction to capital to the extent of half a million of money." That was the statement of Mr. Bennett. Have you any proof of that being true?

790. It is only the testimony of the gentleman who said so; we know no more of it? I cannot con- John Fairfax, Esq.

791. If you have any wish to contradict it? I am not going to contradict the evidence of Mr. Bennett; I shall put in my own evidence, and that is all. In our English telegram, on November the 25th, Wallaroo Copper is quoted at £79. In the same paper we say: "It is stated in our London telegram of Saturday that the price of copper was £79; our last quotations, dated London, 16th November, gave the price at £88; the fall therefore is considerable. While we see no reason to doubt the accuracy of the quotation given by Reuter, we yet would counsel holders of shares to act with caution, and await a confirmation of the report, which we intend to obtain to-day, if possible." On that same day, the 25th November, we sent the following telegram:—"From John Fairfax & Sons, to *Register*, Adelaide.—Is seventy-nine pounds (£79), London price for Wallaroo Copper, correct? Reply immediately. Sent 9:50 a.m. November 25th. To the Officer in charge of the Telegraph Department, please send this telegram through immediately.—F. C. BREWER." The answer to that was—"From Andrews, Thomas & Clark (the proprietors of the *Adelaide Register*) to J. Fairfax & Sons.—Our telegram distinctly says seventy-nine (£79)." After that the wire was down for five days. Our next message was published on 2nd December, in which it states: Wallaroo Copper, £90." We had no means of ascertaining the correctness of the first telegram. Melbourne and Adelaide both replied that the quotation was £79, and we had no means of ascertaining its correctness. If you had a file of the *Times* here, and looked at the issue of the 23rd November—the day our telegram was sent—you would see Chilian Copper quoted at £83.

792. *Mr. Tunks.*] When you say the line was down for five days, do you mean the land line? I mean the cable.

793. The cable ceased to act for five days? Yes, for five days.

794. *Chairman.*] Is there any other matter that you wish to explain? No, that is the only thing. On the 25th November, the *Melbourne Argus* quotes "wool, oil, tallow, steady; hemp firm; Wallaroo copper, £79; tin drooping." The *Argus* has this on the same day that we published it, and there is no contradiction or caution of any kind in the *Argus* as we had in the *Herald*.

795. Is there any other part of the evidence you have seen on which you wish to speak? I would like to make some observations. My name occurs a good many times in this evidence, but it is not worth while referring to except in one case, in which Mr. Bennett says that Mr. Cracknell was the servant of the *Sydney Morning Herald*. Now, I can only say this, that I never asked a favour of Mr. Cracknell in my life; I have never asked a favour of Mr. Walker; I have not been fourteen times into the telegraph office; I am not an intimate friend of Mr. Cracknell's; I have never asked him to dine with me; and if he had been an intimate friend, I think I should. I have treated him as a Government officer, and have never asked a favour of him. There is a good deal in this evidence respecting some arrangements that were made for sharing telegrams, but these things occurred thirteen or fourteen years ago, and I have the whole of the correspondence which took place with Messrs. Hanson & Bennett on the subject. There was a dispute arose, because we chose to have a second message, giving greater detail, than they thought they could pay for. They were very angry at this, and I agreed that the whole matter should be settled by laying it before Mr. Charles Kemp; but they declined that, and the whole matter passed out of my mind. I forgot the whole thing until I saw it here; and I don't think it is worth raking up again here.

796. Have you nothing more to say with regard to Mr. Bennett's evidence? Well, I think it is a very fine piece of fiction.

797. *Mr. Burns.*] Since you have had the direct telegrams from Europe by the cable, any necessity that might be supposed to exist for limiting the number of words obtained from Adelaide on the arrival of the Mail has been removed? Yes; when the Mail arrives in Adelaide—or in Melbourne, as it did last time—we don't care about getting more than 500 words. All the great facts are anticipated by the daily message.

798. Do you wish to put in that statement of the amounts you have paid to the Telegraph Office? I don't think this is quite correct as to the first three years. It so happens that we did not open an account with the Telegraph Office for the first three years, and so I have not got the amounts for those years.

799. If you like to hand that in, you can do so, or you can get a correct statement and hand in to the Committee? Mr. Cracknell can supply it. From the beginning of telegraphy here up to the present time, we have paid to the department over £15,000.

800. *Mr. Tunks.*] You have stated, in answer to a previous question, that the charges for messages sent through the cable are too high? I think that they are high, because the institution of telegraphy is to a certain extent injured by the high charges.

801. Is it not a fact that great risk exists of the destruction of the cable, it being laid in unknown seas? No doubt of that—2,000 miles from Adelaide to Port Darwin.

802. Would it not be right for the Company to endeavour to recoup themselves in the beginning for their outlay? That depends on circumstances. A man may build a house that costs £50,000 instead of one that costs only £10,000.

803. You think that they would repay themselves better by reducing the charge? I think that the South Australian Government have got a white elephant, and I think that they know it. I think the Delegates knew it who were up here the other day.

804. Would it not be cheaper to telegraph by cypher? We have 3,000 cyphers. Thus, in to-day's paper there is upwards of half a column; for instance, "oil and tallow steady"—that is in one word; "hides and leather high" or so much per pound—that is one word; "flax is deficient," or abundant, as the case may be. By this arrangement we get the news cheaper, of course, but even then the charges are high.

805. Can others read the cypher? Nobody else knows the meaning of the cyphers but Reuter and ourselves, and of course the *Argus*, who get them also.

806. Would it be better for the Government to get a good telegram? I think the whole of the Colonies should unite, and get a daily telegram of political and commercial news.

807. Would this not entail upon the Colonies a large expense? You don't mind entailing it upon the newspapers.

808. I had rather you would answer the question? Yes, it would entail considerable expense.

809. Would it not be a thing likely to increase in expense? I think not, though we might some day have the Queen's speech spoken, say this afternoon, in our papers to-morrow morning. This would be very expensive.

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810. Would not lengthy telegrams become necessary to us if we found the public paying for them? Yes, they would.
811. Having regard to the influence which newspapers possess, is it not likely that the expense will increase? Yes; I don't think you should subsidize newspapers.
812. What should we do with these telegrams? Stick them up in the Exchange, and let them be copied by any one.
813. As a matter of opinion, would the question as to a large reduction in the cost of telegrams depend to some extent on whether the lines were capable of doing a larger amount of work than they now do? Yes, when you have two lines you will be safe. If you had a line to the north as well as to the south you would be safe.
814. That is not the question. If the cable is capable of sending 100 messages a day, could the price be reduced, and the increased work be done? You must have extra lines. One cable would not be sufficient to bring and take all the messages to and from these Colonies, when it becomes popular and cheaper.
815. Then, with two cables we shall have a reduction in price, and a greater certainty of receiving messages? Yes.
816. And we should be furnished with more reliable information? Telegraphy is in its infancy. We don't quite comprehend it yet, but we shall know more about it a few years hence. There are difficulties as to agencies and so on. We had agents in Suez, Bombay, Ceylon, and the Sound, for many years, and messages were sent from one to the other. All this has now been done away with, but then the expense of the present arrangement is far greater than the other was.
817. Is not that inevitable from a first effort of this kind,—that the Government, having invested in this venture, should be anxious to secure a return? Yes, the South Australian Government. It is the South Australian Government. It will no doubt be a benefit to them having this cable. They are cultivating the land, and bringing population there, and in course of time that Colony will be twice the size of New South Wales. It must become populous, for they are populating at both ends.
818. But then it is probable that the Colony will be separated? Perhaps so.
819. *Mr. Wearne.*] Of the two modes—the Government subsidizing the line, so that we might get messages cheaper; or the Government having a message sent every day: of the two, which would you prefer? The cheapest, as far as we were concerned.
820. But which would be the best? I think, if the Governments were to unite and have a message every day, it would be better than trusting to private individuals. The message would be more likely to be correct; as the Chairman said, it would be a more reliable message.
821. You think the message should be sent by some officer appointed for that purpose? Yes, it should be a Government appointment. Mr. Reuter has the wires of the World in his hands, and there is no doubt he has the control of a large amount. The wires of Europe, India, and everywhere, in fact.
822. Did you ever get to know why this £79 was given as the price of copper? You see the *Times* of the same day shows that copper was about the same price in London. There was only £3 difference.
823. Was the telegram correct then? It was correct within £3. Every one connected with the trade knows that the market in London is higher or lowered—by some methods about which no one knows much. Take, for instance, the Wolverhampton iron market. The fluctuations are sometimes very rapid. The market, I suppose, is “bulled” and “beared” in that as in other things.
824. I am not speaking of what would be best for you as the proprietor of a newspaper, but what would you recommend for this Colony? I would recommend having a message every day, the expense to be shared by each Government; and, as I said before, either make it common property, or let the newspapers pay a certain price per word for it, but I don't think that would be satisfactory.
825. It is contemplated to reduce the charge for colonial telegrams to one shilling for ten words? Yes, so I understand.
826. Do you think Press messages should be one-half of that—6d. for ten words? Yes, I think so. If it were 6d. instead of 1s. for ten words; instead of having that number of words we should have double the number. Our object is to give news at once, and first if possible, and to give the best we can, and as much as we can afford.
827. Do you think the wires we have now would be able to supply these increased messages? Yes, I think so. You have two wires now from Adelaide; one from Wentworth, direct to us, and two from Adelaide, through Melbourne, direct to us; and I heard there was another coming from South Australia, through Melbourne, and that it had got a good part of the way.
828. The Government intend to adopt the reduction from the 1st of October, and it seems that the sum of £3,000 will be ample to enable the department to keep up with the increased work? Yes.
829. I think there was an arrangement that no one firm could send more than 1,500 words in one message—was there such a regulation? There was some attempt made in Melbourne at such a limitation, but it was not carried out. When we first began telegraphing we employed Gordon & Gotch, and we continue to employ them occasionally, and for some years I fancy that a portion of our message came through to them, and a portion to ourselves, but there was no limit of 1,500 words. We generally had from 4,000 to 5,000 words, and anything else very important we had next morning. We left it to our reporter to send through what he thought necessary. He used to go to the Sound every month, and we left the matter entirely to him.
830. Then there was no regulation in Adelaide preventing your sending more than 1,500 words at one time? I never heard of it—or rather, I have heard of it, but it was never done.
831. Why then did you employ Gordon & Gotch? Well, we were afraid it might be carried out, but it never was carried out, as our account with Mr. Cracknell will show.
832. You paid all the bills for these telegrams? Yes.
833. You feared this regulation might be carried out? Yes, but we could have managed it in any way. We could have said “Send 1,500 words to the *Herald* and send 1,500 words to the *Mail*.”
834. *Mr. Burns.*] Do you think, Mr. Fairfax, if we had this public telegram, that the newspapers would go to larger expense for telegrams for themselves in addition? I can't say until the time comes. If the public telegrams were sufficient for the public they would be sufficient for us. The *Times* gets its own telegrams as well as Reuter's.
835. Would any other papers do the same? The *Times* has correspondents in every large city, and gets its own telegrams, for greater accuracy.

836. The receipts from the wires would not decline much,—the papers would still have their own messages? I think so, but I cannot say at present. John Fairfax,
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837. It is a mere matter of conjecture? Yes.
838. Has your attention been turned to the fact of the reduction of the rates in Melbourne? No, it has not. 18 Mar., 1873.
839. Are you aware that the business there has been doubled? How long has the charge been reduced?
840. Since 1869? Yes, I believe the business has increased, but no doubt the expenses also have largely increased.
841. Don't you think, if the charges were reduced here, the business would be doubled? I think so. You would want a large establishment for your clerks.
842. But at present the clerks in the country are only partly employed? So I suppose.
843. The principal additional expense would be in the city of Sydney, and in the provincial towns? So I suppose.
844. Do you think that the Press in Melbourne took more advantage of the telegrams than they do here? Do you mean steal them?
845. No, use the wires more? Yes, I believe so, in consequence of the rates being so low.
846. *Chairman.*] One point I would like to have your opinion upon. Do you not think our Colony is a considerable loser by not sending Home any authentic telegram of news to England? Yes. I cut out of a file of the *Times* two telegrams, which appeared in the *Times*, and the whole of the news in those telegrams was Sydney news, but the heading of the telegrams was "Australia, Melbourne." I cannot tell how it is done, whether by the Government or by anybody else, but our Government ought to send a message.
847. I think it must be sent by the Government? I should think so. Excepting the message we send every month, and the letters of the *Times* correspondent in Sydney, there is no news goes to England from this Colony. Pamphlets and messages about Victoria are sent everywhere, and we do nothing. There is a matter about Mr. Cracknell, to which I should be glad to refer. I wish just to say that, of course, there have been sometimes delays occurring in a large department like the Telegraph Department, but I must say this for Mr. Cracknell and Mr. Walker,—we have never complained of any error without having the thing rectified at once, if it could be rectified. Sometimes the mistake has occurred yonder. One night a long message was coming through, and there was a delay, about which we were angry. We asked Melbourne to speak, and it was said that the telegraph-master, at some place on the line, was gone to his supper. I think, in the department here, all mistakes are corrected as soon as possible.

THURSDAY, 20 MARCH, 1873.

Present:—

MR. RODD, | MR. TUNKS.

JOHN ROBERTSON, Esq., IN THE CHAIR.

Mr. John Roxburgh Miles called in and examined:—

848. *Mr. Tunks.*] You are employed in the Telegraphic Department? I am.
849. How long have you been employed in that department? Twelve years.
850. Will you state to the Committee what are your particular duties? I am the chief receiving-clerk of the department. Mr. J. R.
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851. And what are your duties? I receive all the messages which come through the office.
852. What do you do with them? After they leave my hands they go upstairs to the operators, to be forwarded on to their destination.
853. What is the mode of procedure: are they passed on in the order in which they are received? I receive them at the window, mark them with the price paid, and the hour of lodging. They are then sent up the elevator, where they are received, and go on the file in their regular order.
854. You send them up to the operators: do you send them by some one else? No; they are sent up by a tube or basket made for the purpose. There is a kind of box that fits into grooves in this flue. The messages are put in the box, and the box is taken up when I give the signal. They are taken out of the box upstairs, and are put on the files in the order they are received.
855. Who puts them on the files? A probationer upstairs.
856. Then, as far as you know, they may be put on the file in a different order to that in which they have been received? There might by accident be one such case in a thousand, but I never knew of any case of the kind.
857. But they are out of your sight? Yes.
858. Then how can you say that they are filed in regular order? Because I know the routine of the office, and I know that this duty is performed regularly.
859. Have you got any written instructions to guide you in the duties you have to perform? No, I never had any.
860. Is it specially a part of your business to pass these messages on in the order in which they are received? It is.
861. And the instructions are to despatch them in the same way—in the order in which they are received? Certainly.
862. Is the time at which it is received marked on each message? It is. I time them all myself.
863. Are you in a position to say whether the time on which a message is received from the country is also marked on it? Yes. The time a message is received is always marked on it.
864. By whom? By another booking clerk in my department, who attends to this branch.
865. That is a matter then with which Mr. Cracknell or Mr. Walker do not interfere? Not at all. When a message is received from any up-country station, it is put on the file, and comes downstairs to be entered by the booking clerk. It is then sent away in its regular order.

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866. The messages are sent up in a box—is that worked by machinery? No; just simply by a rope. It is hauled up and let down by a rope.
867. Do you know of any case where a message has been delayed? There may, as I say, be a case in a thousand, from accident; but such a thing is of very rare occurrence.
868. What would be the cause of such a delay? It might happen from some new hand, in taking out the messages, leaving one behind in the box and sending it down again. In that way it would get into its wrong place, and would suffer some slight delay.
869. That is not what I mean. Has anything ever been said to you about passing messages on out of their order? Never—most certainly not—never such a thing.
870. Is any person allowed to remain in your office when messages are being received, except yourself? No; no strangers.
871. Are you acquainted with the mode of operation on the various lines of the Colony? No. I have nothing at all to do with that. I am only receiving clerk, and not an operator.
872. *Mr. Rodd.*] You say you have been twelve years in the department? Yes, twelve years.
873. Has the business of the department increased very much during the last twelve months? Yes, very much increased.
874. How many hours a day are you on duty? I have to be at the office in the morning at 8 o'clock sharp, and then my time for leaving in the evening is 6 o'clock; but I have to stop till 10 o'clock, in order to finish up my work. The business has so increased that I have been fourteen hours at the office daily for the last six months.
875. Has this ever been represented to the head of your department? He knows very well that owing to the increase of business I have been obliged to stop. This increase has been so great that I am obliged to stop every night in order to get my work through.
876. Have you any duties to do on Sunday? At home I have. I take work home with me to do on Sunday.
877. Have you any extra pay for this? Not for the Sunday work, but for the extra hours I am employed after 6 o'clock I receive 2s. an hour. I receive a salary of £250 per annum, and for that I have to attend from 8 in the morning till 6 in the evening, and then for the extra time I receive 2s. per hour.
878. Then, for the four hours after 6 o'clock you receive 2s. per hour? Yes; but I would rather not have it. I would much prefer if I could get away at 6 or 7 o'clock. 6 o'clock is the time the business ceases; no messages are taken in after that hour, so that even with the regular time, I could not get back home before 7 o'clock. Then to get to the office by 8 o'clock, I have to leave home at 7; and surely from 7 in the morning to 7 at night are quite hours enough. But unfortunately, I cannot, with the present rush of business, get the work done in time—it is utterly impossible. All my time till 6 o'clock is taken up at the window receiving messages, and I have no chance of making up my accounts until all this is over, and that is not till the window is closed at 6 o'clock.
879. *Mr. Tunks.*] Have you any holidays? No. Holidays are not known in our department. I have now got leave of absence, but I cannot get away until I have my back work brought up.
880. *Mr. Rodd.*] Are there any other officers of your department in the same position as yourself? All the others come at half-past 8 o'clock; but my situation is the most difficult, as well as the most responsible, for I have to do with all the cash received for messages.
881. Can you suggest any means by which you could be relieved from some portion of your work. No, not without the appointment of an extra staff of booking clerks; we certainly require something of the kind, for I am on my feet from the time I open my window to receive messages to the time I close it at 6 o'clock. This is too long a time for a man to be on his feet, and it is beginning to affect my health very much indeed. I find that my legs are giving way altogether.
882. *Chairman.*] You mentioned something just now about a basket, or a box: is there more than one? Yes, a second one has been added since we have opened the second office.
883. In this basket, by which you send up the messages, how many go up at a time? We send them up just as fast as we can take them.
884. But how many—a dozen, six, eight—how many? About six or eight at a time, just as they happen to come in.
885. Is there anything on the message to indicate which has been the first lodged by you? Yes, every one is marked. As fast as I can, I mark them; then, whatever there may be—eight or ten perhaps—I fold them up together, put them in the box, and call out to those above to haul up; they haul the box up, take out the messages, and then send the box down for the next lot.
886. You just fold them over, and do not tie them? No, they do not require to be tied, for the box is so protected that the messages cannot fall out.
887. But it seems to me that, by the plan you pursue in laying the messages one on the other, and then folding them over and sending them up, the message last received by you would be the one that came first to hand upstairs; whereas, if they were tied together in the order in which they were received by you, nothing but a wilful disarrangement would put them out of their places? I do not think that, for there can be no disarrangement if you take half a dozen messages, one immediately after the other, fold them up together, put them in the basket, and call out to haul up. When they get up, they are exactly in the order in which they have been taken.
888. But in regard to messages themselves, would it not indicate which was first received if they were tied up carefully in order? I do not think so, because of each lot sent up, the messages have all been received at the same time—within a few minutes of each other—two or three minutes, and all times in order of receipt, so no disarrangement can take place.
889. After it has come down, the box does not remain more than two or three minutes before it is sent up again? No, not more than that; generally about two minutes.
890. Will you say that in no case the time has extended to an hour or an hour and a half? I will. It is never more than three minutes, and more often two minutes, that the box is taken up. It is only kept long enough to give me time to mark them, and I am not very slow about it, and they are then sent up at once. It is part of my business to see them sent up at once.
891. The messages are all timed? Yes. I time them all myself.
892. In the case of a message coming here from Melbourne, say, is there any time marked on it here, so as to show the hour at which it was lodged in the Melbourne office? No.

893. Upon every message as you take it in at your window, you mark the time at which it reaches your hands? Yes.

894. You put them one on the other before you? Yes.

895. Then you fold them over and put them in the basket? Yes.

896. So that the first one that reaches you will be at the bottom, the next one will be above that, the next above that again, and so on until you come to the one last received, which will be on the top? Yes; but they are turned over and are sent up in regular order as timed on receipt. Each batch is received at the same time—that is, within a couple of minutes of each other. They are all marked together, and all marked with the time received. There are barely two minutes elapse between the receipt of the messages sent up in each batch.

897. The plan of having the lines subdivided gives you facilities for counting? Yes, but I never trust to that; I always count the words.

Mr. J. R.
Miles.

20 Mar., 1873.

TUESDAY, 23 MARCH, 1873.

Present:—

MR. GARRETT,

MR. TUNKS.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

A. Stuart, Esq., called in and examined:—

898. *Chairman.*] You have been for a long time connected with the commercial interests of this Colony? For upwards of twenty years.

899. I presume, therefore, that you have given some attention to the question of the telegraphic arrangements? I have.

900. We have desired, in dealing with the matters before this Committee, to keep apart the different phases of the telegraphic arrangements; and we therefore desire, first, to lead your attention to the larger and more important telegraphic business, namely, that of the communication with Europe. Have you considered the rates charged for messages, and whether, if a reduction could be made in those charges, there would be any considerable increase in the business of the European line? I think the rate of charges is rather high, and that a reduction to a more moderate rate would be followed by a large increase of business; but I don't know sufficient of the arrangements of the different Telegraph Companies through which the telegrams between this and Europe pass to know how they could arrange for a reduction. I know on some lines, even with the high tariff, they are so occupied that they cannot get through the work that they have to do. That, however, does not apply to the Australian line.

901. You know that the high rates are charged on the Australian line, which has little to do? I suppose the larger portion of them are.

902. Then, do you think there would be any difficulty with regard to the capability of that line for the work? I should think it could be done. I have no doubt whatever as to the effect of a considerable reduction in the rate largely increasing the business, but I am not personally acquainted with the Company, or rather Companies—for there are several Companies connected even with the Australian portion of the line—and whether the increase of business would not involve a large outlay among the Companies on the other side. It might put them to great inconvenience, and I think it is probable that they would keep up a high rate to choke us off.

903. But it is on the Australian line that the high rate is charged? Well, I fancy all the lines from Australia homewards have an interest in this one; but it is only a matter of conjecture.

904. Do you suppose a reduction of 25 per cent. would have the effect you speak of? I don't think so. I think the charges would have to be reduced 40 or 50 per cent.

905. And what then do you fancy would be the increase of the work? I should think it would increase fourfold.

906. Then a small subsidy would be necessary to obtain this reduction of 50 per cent.? I think if the Government, by subsidizing the line, could carry out a reduction of 50 per cent., it would be enormously productive to the line, but I don't see how the money would get back to the Government. The reduction would be immensely beneficial to the public.

907. It would be in the nature of a subsidy for a postal line; the Government does not expect to see it back directly? Just so.

908. Have you given attention to the advisability of the Australian Colonies going in for another cable, say from Normantown to Singapore, or to join in another way the European telegraph system? I don't think, at present, it is at all necessary. Of course there would be a certain amount of convenience, in the event of a break-down on one line, to have a second open, but I don't think the advantage would be sufficient to counterbalance the cost until some means were taken to reduce the charges. At present there are comparatively few cases in business which justify one in going to the heavy expense of a telegram to Europe. You can hardly send a telegram and get back an answer for less than from £12 to £20. You can get them cheaper than the Government rate, but even then the charge is heavy.

909. How can you get them cheaper? It is managed by the Companies, who undertake to transmit telegraphic information, having large codes, by which one word means a sentence. There are several copies of that code in Sydney.

910. Is that reliable? Oh, perfectly reliable. I will try and get you a code if you like to see one. I dare say I can have it here in five minutes.

911. Perhaps you will send it to us? I will write a note and get it for you now. It is well worth your seeing. We had a circular from the Amalgamated Company (the Oriental Company and Reuter's Telegram Company), in which they informed us that a certain word had been appropriated to mean a message from us to our agents in London, mentioning our agents. You will observe, in that way the saving is considerable. Instead of sending "Towns, Sydney, to Brookes, Cornhill, London,"—which is the shortest address you can give—the one word indicates the whole of that. They then offer to transmit messages of four words for £2 10s., and 5s. for every additional word. We could not send the same

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message, extending over twenty words, for £10, by the Government rate. Their charge is therefore just about one-half the ordinary charge.

912. But the general public have not the means of availing themselves of that agency in the same way a large firm would do? It is equally open to them, but it would not be the same saving to them, because words could not be appropriated to them—the chief saving is in having one word to signify the address in both places.

913. And does one word mean both addresses? Yes, one word means from "R. Towns & Co., Sydney, to Robert Brookes & Co., Cornhill, London." Then this Company has an additional profit by using the telegraphic code. It might not be available in every instance. For instance, my message might be such as would not fit into their telegraphic code, but an immense number of messages would do so.

914. And this is as reliable as an ordinary mode of telegraphy? Yes, it is more reliable. The less words you have, the less room for mistakes there will be.

915. Have you given any attention to the telegraphic news as published every day here, in regard to the prices of the leading commodities, such as wool, tin, and copper,—and the leading articles of export from these Colonies; and also matters such as war, which would be likely to affect prices;—have you given any attention to these messages as published, as to whether they are usually reliable? You mean the messages published in the Press?

916. Yes? I think in the main they are tolerably reliable, but they sometimes are not.

917. Has there been any fair ground of suspicion that any intentional misrepresentation has occurred,—I don't want specific cases? I don't think there has been any intentional misrepresentation, but it is difficult for one to say. There has been misrepresentation I believe.

918. Has the misrepresentation continued for any considerable time, or has it been at once corrected? I think it is not generally of long duration. It cannot very well be, for if it is anything very startling its confirmation or correction is quickly obtained.

919. By what means? By some one's attention being called to the matter, and sending a message to ascertain the truth.

920. But that message would not become public—it would be known to one person only? Quite so.

921. An idea has prevailed that if the Governments of the whole of the Australian Colonies were to join in having a cable message relating to matters of the kind I have spoken of, it would come cheaply; it would be the only message through the lines; there would be some tolerably fair expectation of its being accurate, as it would be in charge of a man well paid for his work on the other side. It would be well spread throughout the Australias, because it might be posted at every Telegraph Office, at very little cost. The idea is that there would be a great saving, and more reliability in getting this message for the benefit of the general public, and we want to know what you think of a system of the kind, which would cost the Government something, but be of great benefit to the public? I don't think such a plan would be found to answer well. I think that the difficulty of any one person getting hold of all the information that it would be desirable to have communicated under such circumstances would be very great—almost insurmountable; and I think that there would be great danger of that one person being influenced by interested parties, or advantage taken of his ignorance on many matters—his necessary ignorance, allow him to be of as great ability as you could get. Probably while people here would look upon it that his telegrams would be exceedingly authentic, they would be more calculated to mislead than those subject to the correction of an opposition Press. I think far the best way of preventing any continuous wrong information would be by cheapening the charges for conveying telegraphic communication. The cheapening of the rate would enable the newspapers to have more reliable telegrams, and would also lead many persons to have information regularly on their own account, which would make it impossible for the newspapers to be parties to any wrong action in the publication of wrong information—that is, intentionally wrong information.

922. Then, the only thing to be gained by such a mode would be cheapness, inasmuch as one message would do for the whole? At present that is the case. I understand some of the newspapers combine together to get their information in the same way, and that one message transmitted is published simultaneously in each of the Colonies.

923. That is only in the case of certain papers, and a considerable number of newspapers have no messages? If you could get the tariff lowered, it would enable the same amount of information to be disseminated from many centres, instead of coming as it now does through one centre. By appointing a Government officer for the purpose of sending the telegrams, the information would still come through one centre, and be equally liable to be tainted—probably more so; but if the tariff were lowered, instead of the Press combining together we should get the information coming to many journals, and the one would correct the other.

924. Generally, your evidence then amounts to this—that if the Government do anything, it would be better to do it in the way of reducing the tariff of charges, rather than by any interference with the messages by any agent on the other side of the water? Yes, very decidedly.

925. What is your opinion about the intercolonial telegraphy—is there anything you can suggest as an improvement with regard to that? I think the tariff might well be lowered.

926. Do you think a reduction would cause much loss to the Revenue? No, I believe it would increase the Revenue.

927. Departing again from that matter, and referring to the Telegraph within the four corners of New South Wales—have you any suggestions as to alterations which it is desirable to make in relation to that? I suppose if the intercolonial tariff were reduced, the New South Wales tariff would be reduced also.

928. You think if the whole were reduced there would not be much loss to the Revenue? I do not think so.

929. Have you in your business had any occasion to find fault with the telegraph officers, on the score of discourtesy? No, not upon the whole. I have heard complaints, but I think, on the whole, the service, so far as it comes under my observation, is well managed.

930. Have you ever heard that telegraphic messages, put in prior to others, have only gone away subsequently to those others which were not put in first—has that kind of complaint been made? I have heard people sometimes complain, but I don't know of any case of the kind myself.

931. What is that book you have there? It is Bolton's "Telegraphic Code," compiled by Major Frank Bolton, Engineer at Chatham. It is published in London, by Longmans, in 1871.

932. And this is the code you have been referring to? Yes. For instance, the first word that has caught my eye here is "Belbin." That signifies "Assuming all you say to be correct." Take a word here, "Endeavour to obtain good freight."

933. What word expresses that? The word "Forlands." You observe how much this enables one to shorten a message. If I had a ship in London and wished to send home a message, I would use the word indicating our firm, and our agent's address, then the word indicating "Endeavour to obtain good freight," then the name of the ship.

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934. *Mr. Tunks.*] But you see that this book being sold, every one can read your message? No doubt.
935. *Mr. Garrett.*] But you can adopt a number as well as a word? That would not be so short, and people would know in precisely the same way. We have a private code between us and our agent in London, and each word of that code signifies much more than what is here, because it is adapted to our own particular business. For instance: we have one word which, our agents sending to us, expresses by our code the following sentence with reference to wool:—"We have not offered your wools which arrived in time for these sales, having deemed it better to hold them over for the next series"; and other words are similarly adapted.

Edward Wrench, Esq., called in and examined:—

936. *Chairman.*] You have been a long time connected with mercantile business in Sydney? Yes, a long time—twenty years.

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937. In the conduct of your business has your attention been directed to our telegraphic system? Of late years, yes.

938. The Committee are desirous of asking you some questions bearing upon the several points relating to telegraphy, and we first desire to have your views relating to the European telegraphic messages, and we should like to know whether, in your opinion, the charges are as low as is consistent with the revenue obtainable, or whether you can make any suggestion that the Government may endeavour to negotiate for a reduction of the rates? I should not like to pass any opinion on that matter without giving the subject more consideration. I have not considered the matter as to whether the business pays at a rate of £10 per message, or whether that charge could not be greatly reduced. That is a point on which I should not like to speak.

939. Do you think we should have more messages if there were any considerable reduction made in the charges? I think there would be a great many more messages; I think the messages would increase in number in proportion to the decrease in price.

940. Suppose the charges were reduced one-half? I think there would be three times as many messages.

941. *Mr. Tunks.*] Do you think the line could take them? I know nothing of the working capabilities of the line. I am speaking of the effect of a reduction upon the business. I should hesitate to send a message for £10, but I would send three £5 messages.

942. *Chairman.*] The Australian line is not fully worked, so there will not be much difficulty if we get over that: the great charge is upon the Australian cable? Yes, I have been informed that the great charge is upon the line from Java downwards.

943. You have perhaps had your attention called to the telegraphic messages which are published almost daily in Sydney by the newspapers, giving the prices and the news affecting the prices of commodities at Home—Have you any reason to think that these telegraphic messages are incorrect? I have known of instances, even in our short experience, of figures in messages having been wrongly stated.

944. Do you think that any great inconvenience has sprung from that? I think there might be great inconvenience. The transposition of figures, say 89 to 98, in the quotation of copper, for instance, might have a great effect here upon nervous people who would not take the trouble to satisfy themselves as to the correctness of the figures.

945. Some Members of the Committee have thought it might be advisable for the Governments of the Colonies to unite in having frequent messages sent over, giving important information with respect to commerce, as well as important information relating to war, or political events, or great loans, or anything likely to affect prices. Certain Members of the Committee are under the impression that if the Governments were to unite and have one message, to be posted at every telegraph station in the Colonies, at an inconsiderable expense, economy would be ensured, and we should thus have a more reliable telegraphic message at a low cost. What is your opinion of a scheme of this kind? I think if you could get the assistance of a gentleman who could combine large commercial information with such political matters as would be of interest, it would be a great institution, and well worthy of consideration by all the Governments. We should get the prices of consols, money, and of our principal exports, and such political information as would be of interest here; any startling information of any kind should come forward, and any circumstance affecting the Colony in any way should also be included.

946. What kind of man would do to conduct that business? You would want a very first-rate man to do it, and he should be paid very highly. I should think he should be a man whose commercial position stands as high as a bank manager, and he should be liberally paid, to place him above temptation.

947. What rate of pay would secure such a man? He should have £1,500 per year at the very least.

948. Would you have him in any way in co-operation with the Agents-General of the Colonies, or should he have a distinct office? If he were acting for one Colony he should belong to the department of the Agent of that Colony, but if for the Colonies associated he should be independent, as references to all the Agents-General would only hamper his movements and cause delay.

949. Suppose all the Governments joined in sending an Agent Home, and there was among the Colonial Agents at Home a difference of opinion as to what message should be sent,—should the Telegraphic Agent yield to such authority, and let a message he did not approve of be a part of his own cable message? He should collect his information from the best sources, and be responsible for it, but of course all information requested to be sent forward by any of the respective Agents should be included in his message.

950. *Mr. Tunks.*] He would be a kind of Reuter for us? Well, hardly. Reuter is a wonderful man; he appears to know all the ins and outs of European politics directly any move is made; but he pays too much attention to political matters to be useful to the Colonies, and if he sends the daily telegrams to the *Herald*, he certainly gives very meagre commercial information. Colonists do not feel much interest in the doings of the French "Committee of Thirty," so continually referred to in the messages.

951. *Chairman.*] We want the prices of wool and tin, and matters of that kind? Yes, and the state of the money market, and the price of consols. Consols is the barometer of finance, by which you may be safely guided in judging the course of the money market, and even important European politics.

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politics. If there is a material fall in the price of consols, it is a sure sign that something unusual is happening. The price of consols furnishes one of the most extraordinary indicators the World knows, with regard to the price of money. We don't want to know here that "money is scarce" in London. That does not give us any useful information, for money may be difficult to get, and yet be only 4 per cent. That does not affect us. There are certain staple commodities we ought to get the prices of—such as wool, tallow, copper, tin, and so on, and half a dozen lines would express all we want to know.

952. Which we do not get by the present system? We do not get it by the present system. The message in the *Herald* of this morning was rather a good practical message. There was a little more information in it than usual. We want a person to send us a message whenever any circumstances occur that would be of interest to us.

953. *Mr. Tunks.*] Would not the competition for the news by the newspapers supply us with better information? It has not proved so yet, but it might do so if we were a large community, with a number of large newspapers.

954. You think we should get better information by adopting the plan shadowed forth by the Chairman? Yes.

955. Have we ever tried such a plan? No.

956. Then how can we judge? If we were a large community, with a dozen large newspapers, there would be competition; but between our present newspapers competition can hardly be expected.

957. *Chairman.*] They have such a system in Canada, have they not—an official telegram? I was not aware of it.

958. *Mr. Tunks.*] If we were to adopt such a system, and pay an Agent such a salary as you suggest, do you not think, considering the influence which the newspapers would bring to bear in order to enlarge the telegrams provided by the Government, that the system would become very expensive? No doubt it is a measure attended with a considerable expense.

959. Would the expense not be likely to increase much beyond what we now expect? Well, I think the Colony would get a return in the greater use of the wires. We should be creating a necessity of what is now used only as a luxury.

960. Do the newspapers not furnish us with such information as the people generally care about? No.

961. You speak in the interests of commercial men? Not at all; I speak in the interests of the community generally. We should get more reliable information, and as our business increased so would our revenue from telegraphic communication increase. For every pound you take off the cost, you would put on a large percentage of messages.

962. *Chairman.*] We have it in evidence that Government messages, or what are called so—that is, messages charged the regular rates—are much more expensive (more than 50 per cent. dearer) than the messages sent by commercial men. It is said that commercial men obtain information at a lower rate than ordinary men, by means of cypher? Such is the case; we economize as much as possible, as well as hide the meaning of our message. Even our London agent's name and address is known by a single word.

963. I suppose any person can do the same? Yes, all large houses use the cypher.

964. You think then that it would be a good thing to reduce the rates charged for cable messages—that, as far as cable communication with Europe is concerned, a great increase of work will result from the reduction of the charge? I undoubtedly do think so.

965. Are you of opinion, having regard to the intercolonial communication—that is, our communication with Adelaide, Melbourne, and Brisbane—that there is any need for a large reduction in the rates charged upon those lines? No, I do not think there is any necessity for a reduction, but I believe that the lower you reduce the rates the larger will be the amount of business done. The revenue would not suffer, though the instruments might.

966. How about telegraphy within the limits of New South Wales—would the rates here bear reduction? I think so, though the charge is not heavy now; it is moderate, I think, the rate for intercolonial telegraphy.

967. Would you be good enough to tell us whether you have had any occasion to complain of a want of courtesy or attention at the Telegraph Office? No; on the contrary, I have to pass the highest opinion in favour of the officials there. I have always experienced the greatest courtesy, and business has been performed with as much dispatch as possible. I was once placed in a very awkward position in regard to a very heavy matter, and on that occasion received very great assistance from the gentlemen in the department. I had some heavy sales effected for a person in the country. My message stating that the sale had been effected could hardly have gone, when I received a message stopping the sale. I replied—"Too late; message gone by wire." My friend in the country rather doubted this, and I went to the Telegraph Office for a certificate that the message had gone at the time stated, and it was given me that day in the most business-like way I ever saw, and with great promptness. It saved me from some disagreeable remarks which might have been made had I not been able to obtain such evidence. On every occasion when I have been to the office I have received every consideration.

968. Then the changes you would like to see would be the obtaining of a message from Europe, and the reduction of the charges; and you are satisfied with the courtesy and attention of the Telegraph officials—there is no difficulty about that? That is the sum and substance of my evidence.

969. *Mr. Tunks.*] I suppose, in addition to the courtesy and attention of the department to you, it is looked upon as honest by commercial men—as keeping information secret? It is; I have never heard a doubt expressed to the contrary—not a hint of such a thing.

970. And you mix a good deal among people who speculate and who use the wire freely? Yes, and I have never heard anything of the kind; I have never heard a hint of any person's telegraphic messages having been tampered with in any way.

971. *Mr. Garrett.*] You remember a telegram respecting the price of copper in London, which appeared in the *Herald*, and was supposed to be erroneous? Yes, I do, and it was never cleared up by the *Herald*.

972. It was a mistake? Yes, it must have been, but still it had a certain effect on the market. The *Herald*, in a note which appeared on the same day, said they would ask for a confirmation of the message, but if they got one it was never published.

973. Had it a bad effect on the market? Yes, it had for a time, though some people thought it must be a mistake.

974. *Mr. Tunks.*] On whose part was the mistake? On the part of the operators, I fancy. I once saw a message

message which was sent to Prince, Ogg, & Co., from their London House, in reference to two commodities. It was "one sold 74, wool from." We puzzled over it for some time, and at last made it out. It meant this,—“Ore sold 74, wool firm”—instead of “from.” The mere alteration of these vowels gave us the meaning. It was merely a change of vowels that made the difference.

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975. *Mr. Garrett.*] But the error in the price of copper could have been easily rectified? Yes, and it was a wonder that it never was rectified.

976. *Chairman.*] Mr. Fairfax says that it was rectified some time afterwards, but that the line was down for some days? The next time the market price of copper was given, the proper rate was quoted, but I am certain that when the next quotation came there was no memorandum stating that that was the earliest opportunity they had of correcting the error that had been published, and which was probably an operator's error.

977. *Mr. Fairfax* put in a *Times* newspaper in which the same price for copper was quoted at the same time? That might be an error of type.

978. *Mr. Tunks.*] Or it would show that the person who sent the telegram took it from the *Times*? Yes, and it must have been taken by a person who was unintelligent, and knew nothing of the market.

979. *Chairman.*] The price given in the *Times* was not the same; it was the same within about £3 as the price published here by the *Herald*? Well, that shows that the error was not founded on the error in the *Times*. I have been very fortunate in my messages—they always come very clear.

980. *Mr. Tunks.*] But from the complicated nature of the business, some mistakes will occur? Yes; the mistakes generally occur in Java, and are made by the Dutch operators.

981. But still mistakes may naturally be expected? Of course.

982. *Chairman.*] No doubt mistakes are made in translating our language into Dutch? Yes; that is the way the mistakes are made; the messages, I am informed, are translated and retranslated.

983. Have you thought of the desirability or otherwise of having another cable from Normantown to Singapore, to connect there with the European telegraphic system? I think it would be of tremendous advantage to the Colonies to avoid the extreme Dutch ports, and then it would be an advantage to have a second line by way of Northern Queensland. That part of the present line across the Continent is liable to great danger from fires and blacks.

984. Should we have business enough for two lines? Well, I hardly think we should, at present prices; £10 is quite a prohibitory price, but the line subsidized by the Government, and arrangements made to reduce rates, would bring about a large business, which I think would pay.

985. *Mr. Tunks.*] But it would pay better if the charge were less? Exactly so. It is the same in all matters—railways—penny postage; people said the penny postage would not pay, but now it pays millions.

986. Then you think the present prohibitory price will not pay? Of course; a prohibitory price is a settler.

987. *Mr. Garrett.*] Comparatively prohibitory? The present price is comparatively prohibitory.

WEDNESDAY, 2 APRIL, 1873.

Present:—

MR. WEARNE, | MR. BURNS.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

Henry Prince, Esq., called in and examined:—

988. *Chairman.*] You have, I believe, been very largely connected with the trade and commerce of this city? Yes.

989. And must therefore, I presume, have had considerable opportunities of observing the working of our Telegraph system? In New South Wales?

990. Of all kinds that we have had? Yes.

991. Will you be good enough to tell the Committee whether you have had reason to find fault with the treatment you have received at the Telegraph Office—whether the officers have been deficient in civility, or have acted improperly in the conduct of the telegraphic business? Not at all.

992. You have no reason to suppose that they do anything unfair with regard to holding back a message, or pushing forward some messages before others which have a right to priority? No. Perhaps I have answered the question rather too curtly, as to whether I had any fault to find with the staff at the Telegraph Office. I have merely said “No.” I have no grounds of complaint, and I wish to add that the conduct of the officials of the department has always been most satisfactory. Our staff has received every attention from them; and a simple negative, or statement that I have received no obstruction, is not sufficient to do justice to the officers of the department. Both myself and all our people have received from them every civility and attention.

993. You have no doubt, in your large commercial arrangements, extending throughout the Colony, a good deal of telegraphing to the country districts of New South Wales? Yes; and I think few firms have more.

994. Are you of opinion that there would be a large increase of telegraphic business if the rates were lowered—do you think there is any complaint that the rates and charges are too high? No, there are no complaints; but, no doubt, if the charges were still further reduced, there would be much larger communication.

995. I am speaking of telegraphy within the Colony? Yes, within the Colony; the telegrams would be more elaborate.

996. And there would be more telegrams? No doubt.

997. Do you think the increase would make up for the loss of revenue caused by the reduction of the charge? That is quite theoretical; but if the reduction of the postage charges may be instanced as a precedent, I should say that a reduction of charges in the Telegraph system would lead to such an increase of business, that any reduction in the charge would be fully made up.

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998. Then leaving that branch of the subject—Telegraphy within the Colony—do you think there is any thing to complain of as regards the intercolonial rates? Yes; I think there would be much larger Intercolonial telegraphy if the rates were lowered.

999. How much do you think they could be lowered? Probably about 33½ per cent.—about one-third.

1000. Now, going to the larger question of the European Telegraph. You have no doubt given the question of the Telegraph to Europe a great deal of consideration. Will you be good enough to say what your views are with regard to changes in that matter; if you think any changes would be beneficial, and, if so, what they should be? In the Telegraph system between this Colony and Europe?

1001. Yes, what we call our European line? You have finished with the question of Intercolonial Telegraphy?

1002. Yes, we have done with that subject. Will you now give us your views as to the European Telegraph line? No doubt the present line of Telegraph through Adelaide is of great importance to the mercantile community, but it is not by any means so serviceable as it would be if we had a second line, so that we might always depend on the communication being kept up. As it is, great loss and damage might be caused to business men by the line breaking down, and there being no second line. If we had a second line of telegraphic communication with Home, it would be of immense value to us as compared with our having but one line. In such a case, a large portion of the financial arrangements of the Colony would be made by wire, in the shape of arranging bank credits, &c.; whereas at present, having only one wire, we are afraid to depend on it, because an accident may happen just at a time when we want to use the line, and then would come a hitch. Having only one line, it would be necessary for a firm to provide against an accident to the line, and the only provision would be a large credit in London, available for such a contingency. You understand?

1003. I understand; they would lose the interest of the money? Yes, you see what I mean; and according to my view—and I think most commercial men are of the same opinion—the second line should be quite distinct from the present one. I have heard it mooted as being desirable; the construction of a line from the termination of the Queensland line, Normantown, to the head of the Roper River, and from there to Port Darwin. I should not suggest this route, but to go from Normantown direct to Singapore, where there is already one line to Europe, and a second would be arranged for if the Normantown and Singapore line is constructed. Of course that would be a very long distance, but there are two islands about half-way between these points—Borneo or Macassar—Borneo being the more distant one. Macassar is about equi-distant from each end, and it would be an excellent place for landing a cable. If we could have two distinct lines, and if such a route were established, there would be every confidence in the communication between Europe and Australia, and I think it would make wonderful alterations in the trade and commerce of the place, especially with regard to financial arrangements.

1004. In that case, would it be desirable to maintain the present prices, or, if a lower rate could be obtained, would that bring about such an increase of work as would make up for the deficiency caused by the reduction? There is no doubt that the present charge for telegraphic communication between Europe and Australia is too high for any great traffic, but there is an understanding between the several Companies—there are agencies appointed who pass messages by wire through the Government telegraphic medium, and there is an understanding by which these messages are always done in cypher. You send a message in cypher, and one of five or six words would be a paragraph. And, as a rule, it is impossible for the officials to understand whether it is cypher or not, because the word sent forms sentences containing sense. One word, for instance, will contain the names and addresses of the sender and consignee of a message. This is all according to a system now in force, and therefore I don't object to the charges made.

1005. You do not object? No. I should if I had to pay the regular charges. I think the prices to the general public are much too high—more than double what they should be.

1006. Are there not many persons outside the charmed circle, and quite unable to take advantage of the system you have referred to? Yes. A great many persons have these facilities for sending their messages at a cheap rate, but they are few compared to the public.

1007. Then you think the charges might be lowered? Yes, to the public; they are much too high.

1008. Have you given much consideration to the question of the published telegrams from the Mother Country, or to put it more correctly, the cable telegrams coming to the papers. Suppose one message were to come through from Europe giving the prices of staple commodities, informing us of things of a kind likely to influence commercial matters—giving us the prices of wool, tin, preserved meat, copper, &c., the prices of tallow, the prospects of war, and other matters likely to affect commerce. Supposing a telegraphic message of that kind were sent through as one message from Europe, and on its being landed in Australia that it should thenceforth become a public message and be posted at every telegraph station throughout the Australias, would that be a protection to the public against any attempts at misleading them by means of telegrams otherwise published? I don't think it would answer any purpose. I think the public journals as they publish the messages now, offer every information that is necessary. It would be better, perhaps, if the messages were more elaborate in their information.

1009. You think that they are reliable? Yes, I think so. There may be errors in manipulation, but I don't think there can be any misleading of the public. I don't complain, but I think that these telegrams would be more acceptable if they were more elaborate.

1010. As a matter of economy, could they not be more elaborate if the whole of the Colonies united in having one message sent out, and made it free to the public on its landing here. There would be only the one message through the cable from Europe? Do you mean to the Press?

1011. No, not to the Press, but to the Government? Of course the Government could get us a more elaborate message, and it would be more serviceable to the Colony. The Associated Press combine to get one telegram through.

1012. But the Associated Press cannot combine the whole Press. If the Governments could make an arrangement to have one officer charged with the business in London, one message would come through to Australia, and would be distributed here, and it would be posted here for the benefit of the whole people of the Colony? It would be but one message, and, as the Associated Press is now constituted, we have more than one message.

1013. How? I understand that there is more than one direct telegraphic communication from London to the Australian Press.

1014. Not to the Associated Press? The Associated Press, and the private Press.

1015. *Mr. Burns.* | There is the Associated Press and another? Yes; there are two sources of communication, and the one checks the other—we have had instances of their not agreeing, whereas if there were but one telegram, there would be no check upon it—we could not know that it was correct. The second telegram would be much more acceptable as a check upon the single telegram.

H. Prince,
Esq.

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1016. Then you think more reliance can be placed on the Press telegrams than upon a single telegram sent to the Governments of the Colonies, and you think we are pretty well off as we are? I think there is more reliance to be placed upon information furnished from two sources, if the two sources agree, than upon information coming from only one source. That stands to reason, I think.

1017. *Mr. Wearne.* | In reference to the working of the Telegraph system in our own Colony of New South Wales, you cannot give us any suggestions for its improvement? Yes, I think I can suggest some improvements in the detail of the Telegraph Office within the Colony. I would have a larger staff of messengers, and have the messages more promptly delivered. Whether there is a sufficient staff or not I cannot tell, but it is a fact that messages accumulate, and sometimes a message remains too long in the office before it is delivered.

1018. *Chairman.* | How long? I cannot tell, but a considerable time; not from any want of promptness, but from the want of a sufficient number of messengers to deliver them.

1019. *Mr. Wearne.* | Have you any other suggestion? I don't think so.

1020. You think, if we were to reduce the price of messages within the Colony the business would be better? Yes. People would enlarge their telegrams. Sometimes people cut their messages so short that it is difficult to understand the telegrams.

1021. Do you notice in the messages many mistakes that you have to have rectified? No. It is wonderful the few mistakes there are in the number of messages we receive. It is very rarely that there are any mistakes; and when there is one, it is easily adjusted. The message can be repeated, and when it is, in almost every case it is just the same as the first one.

1022. In reference to the intercolonial telegrams, you think that the price is too high? I think there would be more business if the price were reduced.

1023. As to the other line, you think it should be from Normantown to Singapore? Yes, *via* Borneo or Macassar—whichever you please.

1024. You think it would not be wise for the Governments to co-operate and get one message through? I think it would be very acceptable for the Governments to have one message through, leaving the Associated Press to have theirs. The one would check the other.

1025. Would it be well for the Governments to do that? As a large tax-payer, I should not object.

1026. *Mr. Burns.* | Do you not from your experience think that, if the charges were reduced fifty per cent., the business would be double what it now is? The more you reduce the price, of course the greater communication there would be, but whether it would bring in more revenue or not would be a matter of experiment.

1027. The revenue would increase in time? I have no doubt it would, but not immediately. The less the cost, of course the more disposed one is to elaborate a message.

1028. Do you not think that if a public telegram were got through, the Press would themselves get telegrams, which would in some degree be a check upon the public telegram? No doubt; it would be corrected by the Press, or *vice versa*.

1029. Have you not found that, in addition to the Press telegrams, a great many mercantile men get messages through on their own account? Yes; I get them myself.

1030. Don't you think it would be as well for the Government to get messages through giving the prices of the leading articles of commerce? I don't think a mere commercial telegram of that kind would do much good, but it would be on political matters that we should receive the best information.

1031. *Chairman.* | Would it not be better for a man with a small parcel of wool or tin to sell, to rely upon the Government telegram. The merchants can take care of themselves; but would it not be for the benefit of the small man? I think the information we receive from the Press as to the prices of our produce is fully relied upon, and deservedly so. It has proved itself to be as correct as possible, there being two mediums of communication, and one being a check upon the other; and where both agree, there cannot be a doubt as to their correctness.

1032. Supposing a Government telegram were posted at every station throughout Australia, would it not be likely to have a tendency to create more telegraphic business in these places—to cause people to make use of the telegraph more freely? It could only be of use in such a case as this—where a grower is sending produce to market, and sends a telegram to instruct his agent, in consequence of some information he has seen, to do otherwise with that produce than he had previously advised. It would do no good in the city, or where the public journals are readily accessible.

Charles Hayes, Esq., called in and examined:—

1033. *Chairman.* | I understand, Mr. Hayes, that you are connected with the Exchange? Yes, I am C. Hayes, Esq. Manager.

1034. And no doubt, in your position in the mercantile world, you have given considerable attention to the telegraphic system as far as it relates to this Colony? I have.

1035. I will put as briefly as I can the questions I wish you to answer, and I will first direct your attention to telegraphy between the four corners of New South Wales. Have you any reason to complain of the manner in which you are dealt with, as a matter of civility? I have not.

1036. Have you any reason to complain, or do you know of any complaints of unfair play with regard to the delivery of telegraphic messages—that is, of those coming in last being delivered first, or those coming first being kept back? No. I may say that I have had occasion to complain of delays on the Queensland line, but that was some time ago, and that led me to see Mr. Walsh, the Minister for Works in Queensland (who happened to be in Sydney at the time), to find out, if possible, if the delay occurred on the Queensland line, and I found it was attributed to the pressure of work on that line, as it passes through our tin country, and at the time land was being taken up the pressure upon it was enormous; there was but a single line, and a great increase of business.

1037.

- C. Hayes, Esq. 1037. That is over now. I spoke of delays in the delivery of messages, or favouritism—have you heard any complaints on that score? No, never.
- 2 April, 1873. 1038. Are you of opinion that the rates are unnecessarily high? Of course you must have revenue from the lines, but if more messages can be carried through and nearly the same money can be obtained, that would of course be a better state of things. I think that the rates now proposed are low enough. I don't know whether they are in operation.
1039. You had better speak of those now in operation? I think that a reduction might be made in the intercolonial rates.
1040. I am speaking of the rates within the Colony? You mean the inland communication?
1041. I want to deal with that first? Do I understand you to mean a reduction of the rates charged for messages within this Colony?
1042. Yes; would a reduction largely increase the business, without much interfering with the revenue? I think that at present is very doubtful.*
1043. You think if we reduced the rates that the revenue would be reduced? I think so.*
1044. Would there be a greatly increased communication? I don't know whether if the rates were reduced the business would be so considerably increased as to cause a considerable increase in the work of the department, and I do not think the revenue would be increased.*
1045. While you would like to see the rates reduced, you think it would decrease the revenue—you are in favour of a reduction of the rates? I speak only of the intercolonial rates.
1046. But of the rates within the Colony? I should like to see them reduced.
1047. But you think a reduction would be a loss to the revenue? It is a matter I should like to think a little over—it is an open question.
1048. With regard to the intercolonial communication, are you of opinion that we would have a largely increased business on the intercolonial lines if we reduced the rates? I think so.
1049. And are you of opinion that the reduction would be at the cost of the revenue, or that we should lose nothing? I think we should have an increased revenue.
1050. An absolutely increased revenue? Yes.
1051. Then, going away to the greater question of the cable messages to Europe, do you think the present rates are excessive, or that they are reasonable? I think that they are rather high.
1052. To what extent would you reduce them—I mean having regard to their paying? Are we dealing now with the rates from here to London?
1053. That is the question? Of course we could only reduce the rates on our own lines.
1054. I am speaking of the rates to London—do you think that they should be reduced? Yes, I think they should be.
1055. Do you think a reduction would cause a large increase of business, and would not cause much loss to the Companies? I think a reduction would be of advantage to the Companies.
1056. And if the Government were to offer some subsidy in the event of a loss to the Companies, you think the Government would never be called upon for the subsidy—is that what you mean? That is what I mean.
1057. Have you given any attention to the manner in which the telegraphic news is published in New South Wales—are you satisfied with its general reliability; I mean as to prices, and in all matters relating to commerce? I think they have been pretty correct so far.
1058. Do you think there has been on any occasion a misrepresentation for the purpose of profit? I do not think so.
1059. Do you think the news has ever been held back, while business has been done after the news has arrived? No. Of course we are all aware of the rivalry between the *Herald* and the *Evening News*; and I am aware that when the *Herald* received telegrams from Adelaide on the arrival of the mail, they were held over, to prevent piracy on the part of the *Evening News*.
1060. Has it ever struck you that telegrams of prices have been withheld, while certain persons have been well informed as to their contents, and other people have not? Not to my knowledge.
1061. Then you are of opinion that the telegrams as published in the Colonial Press are generally reliable, and that if any errors have occurred it has not been of an intentional or of an objectionable kind? I think so.
1062. I mean objectionable having regard to honesty and a desire to act fairly to all parties? I think that they have acted fairly.
1063. The Committee have had recommended to them by many witnesses a project to have a message from Europe by the cable, giving prices of commodities, and all matters relating to commerce, and likely to be of immediate use—likely to affect prices—information as to war and other important events. It is suggested that we should have a message landed in Australia, paid for by the various Australian Governments, and transmitted to every telegraph station in the Country, and there posted. The Committee have had the opinions of several witnesses to the effect that that one message, being a single message paid for by the whole of the Colonies, and then freely distributed everywhere throughout the Colonies, would be a means of making the Telegraph generally popular and used by the people. What is your opinion? I think that would be a very difficult project to carry out. I will tell you the reason. From whom is it proposed to obtain the information?
1064. A public officer—a man of high class,—paid a high salary to conduct the business in London? It would necessitate the employment of a staff in London to attend all sales of colonial produce, and you would have to arrange beforehand as to the articles to be dealt with.
1065. That would not be difficult? I think it would be a very difficult project to carry out—for instance, what would suit the mercantile community of Sydney would not suit Adelaide or Melbourne.
1066. Where is the difference? We are more interested in metals than they are.
1067. They have tin and gold? Well, they are slightly interested. I think the state of the metal market would be of far more importance to New South Wales and Queensland than to the other Australian Colonies.
1068. The Victorian people are largely interested in our tin and coal mines—shares are very extensively held in Melbourne? It is not a question of shares; it is the price of the metal; that is altogether outside of the share market.

1069.

* NOTE (on revision) :—When I gave this evidence, I was under the impression that the shilling rate for messages not exceeding ten words had been agreed to, and would shortly come into force, which is as far as I would go in reducing the rate for messages within the Colony.

1069. I am speaking of their interest because they have shares—they have an interest in the prices of C. Hayes, Esq. these things because they have shares? I don't think it is a project that could be carried out to the advantage of all the Colonies—not by one office, at any rate; there are so many questions outside of the market on which we should like to be informed. 2 April, 1873.

1070. Then you think the Associated Press telegraphy is a mistake? No, I think not.

1071. How is that? Because they have instructions from the various contributors what items of news to forward.

1072. But they send one message through the cable to all the Colonies, do they not? I believe so.

1073. And cannot the Government message be forwarded in the same way? There are many items sent in our telegrams which are quite useless to Sydney—I suppose you are aware of that.

1074. What is there—I should like to hear of one? Well, there are many. There is sometimes political information that is quite useless to us. It is money wasted to send it, in my opinion.

1075. We are not speaking of political information? You are speaking only of commerce—the markets.

1076. Or of things that will affect the markets. Suppose the Gladstone Government fell, and the other party came into power, that would be equally interesting to all the Australias, would it not?—Will you tell us something that would not be interesting to all the Australias, in your opinion? There are political events that may be interesting, but they may not be of sufficient interest to us, worth the expense of telegraphing.

1077. You mean to the Colonial Telegraph? No, I am speaking of the English Telegraph.

1078. I am afraid I have not made myself understood. It would be one cable message—it would be sent as one message from London here, and the project is that this Governmental telegram should be posted free in all the Colonies? I want to point out the difficulties. It would not only necessitate the employment of a staff in London, but of agents in different parts of the World. You must have an agent in Paris, and another in New York, and other cities, subject to the control of a London department, from whom they must receive their instructions.

1079. *Mr. Wearne.*] Go on? I am of opinion that these are matters best left to private competition.

1080. You think it is better to rely on the Press? Yes, I think it is better.

1081. *Chairman.*] You think that as we have one or more newspapers receiving telegrams, and the same in Melbourne, one is a check upon the other,—I presume that is your view? Plainly speaking, I think the information supplied, if this suggestion were carried out, would not be so reliable as the telegrams we receive now.

1082. And the reason is that we have now different messages to compare with each other, and that it would be impossible for the united Governments to make such arrangements as to have a staff large enough, throughout the different markets of the World, where it would be important to have telegrams from,—that is what you mean? Yes.

1083. *Mr. Wearne.*] Of course we want to improve our telegraph line. What would you consider the best means of improving the telegraphic communication within our own Colony? I only received my notice yesterday morning, and am quite unprepared to give an answer to that question. If I had been informed as to the nature of the questions I should have to answer, I should have posted myself up.

1084. I only want your impressions; and if you know of anything that should be suggested to the Committee they are willing to accept your suggestions? I cannot suggest anything at the present moment.

1085. Would a reduction in the rates be a benefit to the Colony? I think so. I think the Intercolonial rates especially should be reduced.

1086. *Mr. Burns.*] Your own telegraphic business has been confined chiefly to messages direct to England, or between the Colonies, has it not? Messages between the Colonies.

1087. Your attention then has been more particularly drawn to them? Yes.

1088. More than to the others? Yes.

1089. And your opinion therefore is that, if there were a reduction in the charges upon those messages, there would not be any loss of revenue? I think not.

1090. Do you think there would be any gain? There would, I believe. I should not like to say there would be double the present business, but there would be a very considerable increase.

1091. Your attention has not been so much turned to messages within the Colony? No, not so much.

1092. You cannot say so much of the reduction there then? No.

1093. In the Exchange you meet most of the leading merchants of Sydney? I do.

1094. And you hear discussions among them on commercial matters? Yes.

1095. Having reference to what you have heard, do you think that the Telegraph Department here is managed in such a way as to give satisfaction to the mercantile community? I have never heard of any complaints.

1096. Do you think that more messengers are wanted? I think that the department is rather short of messengers.

1097. Do you think the department on the whole gives satisfaction? Yes.

1098. Supposing an Agent were appointed in London to send out information in the way already described, would he require a large staff to collect the information? I am sure he would.

1099. He could not send out the information unless he had a large staff? No, he must have a large staff, not only in London, but out of London.

1100. That is one of the great difficulties you see in the way of getting a public telegram? Yes, that is the greatest difficulty.

1101. *Mr. Wearne.*] The newspapers have not that difficulty? No, they have Agents all over the World.

1102. *Mr. Burns.*] Reuter, I believe, has thirty or forty clerks in London? Yes, a very large staff. An Agent would have to be in a dozen places at the same time, to send his telegram with despatch.

1103. And then the telegram would not be so reliable as the Press telegrams now are? I don't think so. It would not be an improvement.

THURSDAY, 3 APRIL, 1873.

Present:—

MR. BURNS,

MR. WEARNE.

JOHN ROBERTSON, Esq., IN THE CHAIR.

Thomas Reynolds James, Esquire, Manager of the Telegraphic Department in Victoria, called in and examined:—

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1104. *Chairman.*] In your position in charge of the lines of telegraph in Victoria, I presume you must have had opportunities of knowing something of the working of our lines in New South Wales? Yes.
1105. In conducting the business between Victoria and New South Wales, have you found reason to believe that our lines are worked satisfactorily? Yes.
1106. Have you not had occasion to complain of their management or working? No, I have had no reason to complain, neither are there any grounds for supposing that the lines are mismanaged.
1107. Before we enter upon more general matter, could you, so far as your knowledge of them enables you, make any suggestion that would be of advantage with regard to the working of our lines, by way of improving their working? I may say, from what I have seen of the working of the New South Wales Telegraph Department, that you have not sufficient wires and hands.
1108. What kind of hands? Operators, clerks, and messengers.
1109. What do you think we lose by that insufficiency of hands in Sydney? The business is not conducted with the despatch it would be had you additional wires, but I understand that provision has now been made to meet this requirement.
1110. As it is in Victoria probably? As it is in Victoria—on circuits where there is sufficient wire accommodation.
1111. What is the difference between our staff here and that in Victoria? In Victoria, in the Melbourne office alone, we have seventy-six operators, clerks, and messengers; here I believe you have about forty-eight altogether.
1112. We have not so much business to do perhaps? No.
1113. You think on the whole we have not made sufficient provision for the business we have to do? Yes.
1114. *Mr. Wearne.*] Is there anything else you can suggest besides the insufficiency of hands? You require more wires. I observed, while in the office here, that where you have one hand to do certain work we have two in Melbourne, and consequently we can do it with greater despatch. In fact, you are altogether too cramped in the office accommodation as well as the number of hands. The main secret of success in telegraphic business is despatch, and without sufficient appliances you cannot have quick despatch. The office accommodation you have is totally unfit for the business you do. Your revenue is about equal to ours; certainly we have cheaper rates, and a larger number of messages pass over our lines.
1115. *Chairman.*] Are you of opinion that the employment of a greater number of hands would make such an improvement in the amount of business as would reimburse us for the extra expense? Certainly. It is so in Victoria. I have noticed that with regard to our principal stations in Victoria, that the quicker the despatch the greater the increase of business.
1116. This quickness of despatch is only to be obtained by strengthening the number of hands at the principal office? Yes; and provided there are more wires, I do not say you require it so much throughout the country, but in Sydney and the principal stations.
1117. Is there any other suggestion you can make with regard to New South Wales? I do not know that there is. Your system of management is the same as ours, and I believe some of your operators are just as expert as most of ours.
1118. With regard to intercolonial telegraphy, has your attention been drawn to the manner in which the Press messages have been forwarded on the arrival of the English mail at Adelaide: it has been alleged that favouritism has been shown to one newspaper over another newspaper? I am convinced there is not the slightest foundation for such a complaint. I am sure no favouritism has been shown.
1119. Was there not some kind of arrangement, or implied arrangement, or regulation, or understanding, that no message of more than 1,500 words should be sent for any one agent or newspaper? That rule applied to South Australia and Victoria only. As South Australia sent messages, so we were bound to receive them. I believe, in respect to English messages, before we had direct cable communication, South Australia limited each newspaper to 1,500 words; but that could be easily evaded by addressing each message of 1,500 words to different news agents.
1120. It was so evaded? It could be so.
1121. I presume, however desirable such a rule might have been at that time, it is scarcely necessary now, when we have a direct telegram almost every day? No.
1122. The number of words in each direct telegram do not reach more than about a hundred? A hundred or a hundred and fifty. I think it only right to say that when the New South Wales newspapers received their English messages from Adelaide, before direct communication was established, we had frequently, owing to the direct line between Adelaide and Sydney being interrupted, to receive their messages by way of Melbourne; and, as proof that there was no favouritism shown by the department here, I have often received memoranda from Mr. Cracknell and Mr. Walker, urging on me the necessity of facilitating the transmission of the *Herald* and *Empire* messages—more frequently the latter.
1123. There was no favouritism, one against the other? No.
1124. In your opinion, it is a mistake to suppose that there has been any favouritism? Most decidedly.
1125. Of course it is a matter of little consequence now, except as to the character of our officers? It would be impossible without forging the records of the office, which will show that as messages are received so they are sent. It is impossible to do it without altering the time at which the messages were received and sent.
1126. Have you had similar complaints in your Colony? Yes.
1127. Complaints of some messages going away sooner than others? Yes.
1128. Have you had inquiries on the subject? We have had departmental inquiries.
1129. What has been the result? We have always satisfied the complainant that there were no grounds for any suspicion.

1130.

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1130. If there was anything of the kind, it was accidental? There was never anything of the kind.
1131. Will you be good enough to say how, in Melbourne, you transmit messages from the gentleman who receives them to the operator—by means of a lift, as we have here? No; we have different arrangements. Our operating-rooms and receiving-rooms are on the ground floor. The messages are received from the public by the receiving clerk, and the time of receipt being noted they are dropped through a small opening at the side of the receiving-room into the operating-room. They are taken from there by a collector, who places them on files for transmission, and sent to their respective stations in the order in which they were received over the counter. As they are received from the public so they are transmitted, and each message is timed when received and when transmitted.
1132. In all probability, unless by some accident, they are sent in the order in which they are received? Yes.
1133. How do you send out your messages? Some on horseback and some on foot. The distant messages are sent on horseback.
1134. You must have given much consideration to the question of charges? Yes.
1135. What is your opinion as to the present rate of charges for messages, having reference to the number of messages, the utilization of the lines, and the probability of revenue? I will give you the business between Victorian stations only, exclusive of intercolonial messages, in 1869 under the old rate, and in 1872 under the shilling rate. I must tell you this is exclusive of the value of messages on Her Majesty's Service. Here the Telegraph Department receives payment for Government business: in Victoria we do not; we merely value them and pass them free; we receive no consideration at all for our Government business.
1136. *Mr. Burns.*] Does the value of Government messages appear in any way in the accounts? No, we treat them as free messages. In 1869, the number of private messages between Victorian stations was 194,991, under the old rate; the revenue, £24,154 7s. 8d. In 1872, the number of private messages, under the reduced rate, was £493,537; revenue, £31,544 14s. 3d.
1137. What was the increased cost of the staff necessary to carry on this great increase of work? There was an increase of over £7,000 in the revenue between 1869 and 1872, and the increased expenditure for the additional staff, &c., amounted to about £5,000.
1138. In fact there was a profit to the department, though the public had the advantage of this great accommodation? Yes. I have here a statement, which shows not only the information I have just given, but also the returns for the intervening years, and the amount of intercolonial business during the same period. (*Handed in. Appendix D 1.*) The reduced rate for intercolonial messages from 6s. to 3s. for ten words, came into operation on the 8th August, 1870. You will see from the return, that since that time there has not only been a very great increase in the number of messages between Victoria and New South Wales, but also a considerable increase in the revenue during last year. The number of messages from New South Wales to Victoria, in 1869, under the old rate, was 13,540, and the revenue £5,750 2s. 5d.; from Victoria to New South Wales, 13,949 messages, revenue £5,840 1s. 3d. In 1872, under the reduced rate, the number of messages from New South Wales to Victoria was 29,393, the revenue £6,769 0s. 8d.; from Victoria to New South Wales, 29,148 messages, revenue £6,693 8s. 3d.
1139. *Mr. Wearne.*] What has been the extra expense? There has been no increase of expense here, I believe.
1140. *Chairman.*] Are you of opinion that we might go further in the way of reduction? Certainly I am.
1141. With anything like the same result? Yes; I believe that if you reduce the intercolonial rate from 3s. to 2s., with a shilling rate throughout your Colony, you would in a short time show a large increase.
1142. You think, in fact, that we could utilize the lines a great deal more, and that the revenue would not suffer if it did not increase? Just so.
1143. And that the increased revenue would be nearly if not quite equal to the increased expense? Yes. When the reduced rate became generally known.
1144. Are you of opinion that it would be more? I am of opinion, judging from experience in Victoria, and from the fact that your population is increasing, that it would be more.
1145. *Mr. Wearne.*] What ought we to charge to Adelaide, if we charge 2s. to Victoria? 3s. I believe in a uniform rate and equal division, irrespective of length of wire, except in extreme cases, such as the Port Darwin, and the line from Wentworth to Tenterfield in this Colony.
1146. *Chairman.*] We should like now to have some information as to the cable lines of communication. No doubt you have given your consideration as to the advisability of having a second line of cable. Of course it must be advisable; but as to the necessity for it and the probability of its working so as not to be a great loss, what is your impression? I think we should have two cables, but I am rather doubtful whether the second would pay. If you take the returns so far, since the opening of direct communication as a guide, I do not think there would be sufficient business to pay for a second cable unsubsidized.
1147. Probably, if there is another cable, a subsidy will be required from the Colonies? Yes, I think so.
1148. Have you given any consideration as to what the amount of that subsidy should be? I have given it some consideration. I think it need not be more than £25,000 a year; I refer to the present cable. If you reduce the charges at all you must make the rate sufficiently low to bring it within the reach of the public generally.
1149. If there were two lines, a subsidy of £25,000 a year would bring the charges down to what rate? I think to one-half the present rates.
1150. Of course you are aware that the present line to Europe is in the hands of several Companies, but that one Company bags greatly more than half of the present charge? The present Company receives a little over one-third.
1151. Do you think that if there were another cable to Singapore that Company might be brought to reason? I think so; the charges are very excessive at the present time.
1152. Do you think, as a commercial matter, it is prudent for this Company itself to keep up the charges so high? There is no opposition, and that being the case there is no inducement to reduce the charges.
1153. Would they not receive more money at a lower rate? I think so. I am sure they would do more business if they were to lower the rates.
1154. We have been told by a merchant here, of very considerable financial experience, and who uses the telegraph line very much, that if there were two lines there would be greatly more business, because people would send messages by the cables which they are now afraid to do for fear the line might be down; but if there were two lines, so that they would always be able to have communication, they would make their financial arrangements by telegraph, and in that way greatly increase the amount of business done by the cables?

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cables? I quite agree with that. I consider a second line indispensable. It would compel the present Company to reduce their charges. I believe that if a Company were formed to erect a line between Normanton and Singapore, the charges would be low; and then the present Company would be bound to reduce their charges accordingly.

1155. Irrespective of lowering the charges, this gentleman says that business men dare not rely now for their payments in Europe by telegraphic communication, lest the one and only line might be down; but if there were two lines, they would take the risk of both being down, and would do a vast amount of financial business through the telegraph? Yes, I think his views are correct.

1156. Have you given any consideration to the publication of telegraphic news in the Colonies after its arrival, as to whether there is reason to believe that the information forwarded here is faithfully given, not on the part of the telegraph officials but on the part of the agents who forward and publish it. Are you of opinion that the news is as full and well intentioned as it well can be? I think the news we have received so far has been most unsuitable to the Colonies generally; it is quite foreign to our interests; in many cases we have received news that we take no interest in at all. The agent who has had the compiling of the news appears to me to be unacquainted with our wants.

1157. Are you of opinion that, however he may have misconceived the kind of news we want, the thing has been honestly worked, and that no advantage has been taken by misrepresentation purposely? I have no reason to suppose that there has been any intentional misrepresentation.

1158. Have you considered the possibility of there being established, if the Australian Governments would unite, periodical cable messages, one message for the whole of the Australias, to be forwarded by some person employed in that behalf in the Mother Country, or elsewhere: have you considered whether it would be possible to carry out a system such as that—I mean that it should be a free message, freely spread throughout the Australias, and posted at every one of the telegraph offices? Yes, I am in favour of that, but I am not in favour of supplying the Press with free messages. I believe that if a free message is to be received at all, it should be sent to all the telegraph stations in the Colonies, and posted at once, just as the wind and weather reports are at present. The Press could copy and publish it just as they might think proper; but let this general message be received at Adelaide and sent free to the chief cities in the different Colonies, and from them retransmitted to all the local stations, to be posted for the information of the public generally. I believe that would have a great effect in popularizing telegraphy, and it would give every person the benefit of direct European news. Every man would have the opportunity of reading the message, without being obliged to buy a paper containing it. If the charges were reduced, I would leave the furnishing of public news to private enterprise; but if there is to be a free message, it should be posted everywhere and not be confined to publication in the newspapers.

1159. Have you given any consideration to the question of the expense of such a message? Yes; I believe a good daily message of (say) forty words could be procured and generally distributed among the telegraph stations, for from £8,000 to £10,000 a year, including the cost of the agency in London, which I would put down at £1,500 or £2,000 a year.

1160. What, in your opinion, would be the effect of such a message as this, sent daily, or two or three times a week, upon the habits of the people with regard to telegraphy? I think telegraphy would become more generally known, and it would tend to increase the business.

1161. Popularising telegraphy by these means would, you think, largely increase the telegraphic business, and in some degree reimburse the outlay of £8,000 or £10,000 for the free messages? Yes; I think each Colony would receive an equivalent indirectly for the amount expended in receiving this cable message, or would be reimbursed to some extent at any rate.

1162. *Mr. Wearne.*] If we were to subsidize the lines, I presume it would be on condition that this free message came through? If you did that it would be better still; you would then reduce the charges for the benefit of all.

1163. *Chairman.*] You are of opinion that by having a free message coming through daily we should not reduce the use of the lines, but on the contrary popularize them? Yes; the time occupied in forwarding a message of fifty or a hundred words would not be worth considering.

1164. Would there be any local expense? No.

1165. Would we not be likely to require some means of information from other parts of the World as well as from London? The Agent in London would compile a message, giving information from all parts of the World.

1166. London is the proper place to get the whole thing from? Yes.

1167. Reuter's messages do not seem to give us what we want? I have noticed that the messages recently have been much better than they were. It appeared to me that Reuter was not informed as to our requirements.

1168. *Mr. Wearne.*] We might make arrangements with Reuter, telling him the kind of message we require for all the Colonies? Yes.

1169. Do you think we could so arrange it that the message would be suitable for all the Colonies? I am sure you could.

1170. And that all the Colonies would join with New South Wales in subsidizing the line? Yes, no doubt they would.

1171. *Chairman.*] Might not South Australia make some difficulty about sending these free messages to all the other Colonies? I would suggest that South Australia should be paid her proportion from Port Darwin to Adelaide.

1172. You would treat that as a cable? Yes, to Adelaide.

1173. And then it would be all fair? Yes.

1174. Messages going through to Queensland would probably create business which would in some way compensate for the expense? Yes, I think so.

1175. On the whole it would not be worth while cavilling at the amount? No; I would suggest that each Colony should contribute according to its importance and population.

1176. *Mr. Burns.*] Have you in Victoria the system of amalgamating telegraph offices and post offices in operation? Yes.

1177. Do you approve of that system? No, not at important offices.

1178. What has been your experience as to the working of it: have you found that it has led to difficulty in getting the business done—telegraph officers stating that their time has in some degree been taken up in attending to postal business? Yes; and *vice versa*, if there is any delay in the Post Office business they throw it upon the telegraph, and other departmental difficulties which are only known to those engaged in working the lines.

1179. Do you think there is really in the end any saving of expense to compensate for the inconvenience? I do not think so—not at the principal offices. At small offices, where messages are few in number, the telegraph master's time is not fully occupied, and I think it is just as well that he should attend to the postal duties, in which cases such stations should be placed in sub-circuits.

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1180. Has the practice of appointing local telegraph officers to be postmasters been discontinued in Victoria? No. There have been a few exceptions; but as a rule, telegraph officers are invariably appointed in charge of the combined offices.

1181. When the telegraph rate was reduced, in 1870, did you find that the departmental expenses were increased? The expenditure was met by increased revenue.

1182. On the whole, the increase of departmental expenditure was slight? Yes.

1183. Did you find that the additional expenditure was principally necessary at the head office? Yes.

1184. In the country the operators were not fully employed? No, except at the important offices.

1185. *Mr. Wearne.*] Supposing two lines of cable were laid, would you recommend the subsidizing of the two, or only the one? I think if we had two, there would be such competition that the charges would be lowered without any subsidy.

1186. If the second line was a Government line, of course we would have to subsidize it? Yes.

1187. Do you think the whole of the Colonies would be willing to subsidize the second line? That I could hardly say. It appears to me that New South Wales and Queensland are more interested in the second line than Victoria. South Australia, I am sure, would not contribute. That is my private opinion.

1188. *Chairman.*] Assuming that business could be done with two lines which is not done now with only one, would not that be useful to the Melbourne people also? Yes. They would send it by the most expeditious and cheapest line, and that, I am inclined to think, would be the new line.

1189. Do you think mercantile men in Melbourne, as we are told mercantile men here would do, would transact financial business by telegraph if there were two lines—business which they are now afraid to do in that way when there is only one? Yes, I am sure they would. If there were two lines more care would be exercised in the transmission of messages. At present there are a great many mistakes. Merchants in Melbourne have often said that if the transmission of messages were more accurate they would send more; but very often many messages sent in cypher are quite unintelligible when they reach their destination.

1190. *Mr. Wearne.*] Is not that in consequence of using the cypher? No; it is owing to carelessness in transmission from one station to the other, chiefly, I believe, over the Dutch lines, for want of having expert and intelligent operators throughout the lines. If we had an opposition line, the present Company would take care to have this defect remedied.

1191. There are two propositions before us: one to subsidize a second line, and the other to get a public message for about £8,000 or £10,000 a year. Which would you recommend us to adopt? Unless you subsidize the line so as to make a decided reduction in the charges, it would be far better to receive a free message. If the cost of a message be merely reduced from £9 to £8, it would make very little difference; but if you can bring the charges down one-half or one-third, then I say subsidize the line, but it would be more satisfactory to establish a second cable, as it would give two distinct lines of communication to Europe.

1192. *Chairman.*] Do you charge a mileage rate for delivering messages in Melbourne? Yes; over one mile, sufficient to cover cab-fare.

1193. Have not your messengers their own ponies? We deliver messages within a mile on our own ponies, but not beyond a mile.

1194. What do you charge beyond a mile? One shilling per mile, according to the Corporation regulations for cab-fares.

1195. You make no provision for it yourselves? No; we send our messenger with a cab, and charge sufficient to pay the cab-fare. We do not charge for the messenger's services.

1196. *Mr. Burns.*] You have some arrangements for night messages and Press messages? Yes. Between 8:30 a.m. and 6 p.m. we charge 6d. for ten words and under, and one half-penny for every additional word. Those are the charges for ordinary Press messages. But in order to induce the Press to send their messages after the ordinary business is over, we charge, between 6 p.m. and 8 p.m., 1s. 6d. for 100 words, throughout the Colony, and 6d. for every additional fifty words.

1197. You receive Press messages chiefly between 6 and 8 o'clock? Yes, when the lines are clear. The wires are in fact idle between 6 and 8 p.m. Between 8 and 11 p.m., that is, after office-hours, our officers receive an allowance for overtime, so much per hour, according to their rank. The charges then are for 100 words and under, 2s. 6d., and for every additional fifty words and under, 1s. Between 11 p.m. and 8:30 a.m. any person can send a private message for a minimum charge of 5s.

1198. *Mr. Wearne.*] Have you operators always in the office? Yes, at the Melbourne office.

1199. *Mr. Burns.*] Have you not found that the business you receive from the Press has enormously increased by reason of these facilities being afforded? Yes, very much so. We also send messages on Sunday, under certain conditions.

1200. *Mr. Wearne.*] Have you any other suggestion to offer to improve our Telegraph Department? No.

1201. Have you inquired as to the salaries paid here? Your salaries are much lower than ours—they are very low; in fact, they are too low. Telegraphy is skilled labour, and consequently the officers must be men of character and intelligence.

1202. *Mr. Burns.*] How long would it take a person to learn? An operator, to be of any use in the Sydney office, or in Melbourne, requires at least five years to become expert; there are exceptions; from three to five years.

1203. They should be tolerably well educated and intelligent? Yes.

1204. *Mr. Wearne.*] I have heard that persons have read messages from the noise of the instruments? Yes; all expert operators can do so.

1205. I mean strangers outside? The sound would be unintelligible to strangers. To show how low our charges are, I may say that I find they are lower than in any other part of the World. Over a length of line of 508 miles, we send a message of twenty words for 2s., whereas over the land lines in India they charge 8s. 6d. for 600 miles. I will put a "Comparative Statement of Overland and Cable Telegraph Rates," showing the working of the Victorian lines, and of the different sections of the land and cable lines between here and London. (*Handed in. Vide Appendix D 2.*)

1206.

- T. R. James, Esq. 1206. *Mr. Wearne.*] In your opinion, now that telegraphic communication is so prompt, is it so necessary to subsidize the mail as it was before? No, certainly not.
- 3 April, 1873. 1207. In your opinion, would it be more profitable for the Australias to subsidize the telegraph lines, and not to pay so large a subsidy for the mail route as they do now? Yes. I may state that some months ago I sent in a report upon that matter; and I suggested then that it would be far better to subsidize the telegraph, and let the mails be brought out by the swiftest steamers, giving a premium for so many days—paying by results, in fact; there is now little interest manifested in the arrival of the European mail, all important news being received by telegraph.
1208. What is the usual time now occupied in sending a message Home? From fifteen to twenty hours. The shortest on record is two and a half hours from Melbourne to London.
1209. And from London to Melbourne? About the same. The average speed is from fifteen to twenty hours, which is very good.
1210. Do you think the public generally could avail themselves of any system of cypher. It appears that a select few use a cypher, and it does not cost so much? Yes. That is one thing I thought of. If you had a free message, you could have a cypher arranged, and let each chief office have a key, and translate and forward to each station.
1211. Forty words would then stand for two hundred? Yes.
1212. Could there be a cypher invented for the general public, so that there need not be so many words sent? It could be done; but merchants, as a rule, in Melbourne—and I believe it is the same here—use their own cypher. I do not think the general public would use cypher.

FRIDAY, 4 APRIL, 1873.

Present:—

MR. BURNS, | MR. TUNKS,
MR. WEARNE.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

Mr. John Fyfe called in and examined:—

- Mr. J. Fyfe. 1213. *Chairman.*] Will you be good enough to state your business? I have been in business as an engineer.
- 4 April, 1873. 1214. I presume you must have given some attention to the matter of Telegraphy in the Colony? I really have not given much attention to the question, nor to the different opinions upon it. I have no experience of it myself, not being in business now; but I have an impression, derived from the opinions which I hear, that the charges are too high for the general weal.
1215. You are aware that we have now telegrams from Europe published in the daily papers? Yes.
1216. Do you think there is any general reliance upon the accuracy of these telegrams, or is there an opinion that they are not as accurate as they might be? The only thing I can speak of is that I have seen in the public prints a complaint from the *Empire* newspaper, respecting a monopoly, as they call it, between the *Sydney Morning Herald* and the *Argus*.
1217. Have you felt confidence that the telegrams from Europe have been published in good faith; or, on the other hand, have you thought they were not reliable? I dare not venture to say that they have not been in good faith.
1218. It has been recommended by some of the witnesses before the Committee that the Governments of all the Australian Colonies should unite in having one cable message daily or bi-weekly, as the case may be, direct to Australia from England, and that on its arrival here it should be distributed throughout the whole of the Australias, and posted at all the telegraph stations without cost, the Governments of Australia paying for the cable message. What would be your opinion as to the suitability of such a course as that? My opinion is that that could hardly be mended—that that is the proper way.
1219. *Mr. Burns.*] Have you heard, in your experience, any complaints against the Telegraph Department of Sydney? I have not, that I could rely upon.
1220. Have you heard observations about the price of telegrams to England being too high? I have repeatedly heard it as a complaint from people in business in the middle walks of life. The fluctuations in my own line of business have been so great recently that reliable news has been of great importance, and there have been considerable complaints of the expense of getting English telegrams.
1221. In your experience as an engineer you come in contact with a good many engaged in business in metals: have you heard them say that if the telegrams were reduced in price, they would have far more of them? I have not the least hesitation in saying yes, I have heard them say so.
1222. Is that one of the reasons why you think it would be well to have a public telegram of prices posted at the different telegraph stations? Yes, it entered my mind very forcibly that that would be a cure for the evil, immediately the question was asked of me.
1223. The persons you have heard complain of the cost of telegrams being too high between here and England are chiefly persons in a moderate way of business, who would do more in the way of telegraphy if the charges were moderate? Yes, that is the class of people I have been mixed up with. I have heard even a large house complain. Now is the time that direct telegrams are of great value, when there is such a great fluctuation in the prices of metals at Home. Pig iron was never known to be at the price it is at present.
1224. Do you think that if the charges for telegrams between here and England were reduced about one-half, the business would be doubled? I believe it would—speaking without premeditation.
1225. *Mr. Tunks.*] Are the persons you allude to as being desirous of increasing their business in this way, persons who have a regular trade with England? Yes.
1226. Has it ever struck you that people can get a large amount of information by a system of cypher—one word meaning a whole lot of words? I do not know what you mean by cypher; but my impression is that it would be very satisfactory to them to be able to communicate directly with England at a moderate cost, in preference to believing the merchants here who are in possession of the information they require.

1227.

1227. As regards the Government telegram that has been spoken of, what guarantee could we have of its correctness? I would look upon it as correct, as a matter of course. If the thing were well organized there would be very little doubt about its correctness—a public thing of that kind. Mr. J. Fyfe.
1228. To collect information of that character, so reliable as to be useful, should we not need an establishment in England? No doubt there should be an establishment at both ends. All these things cost money. 4 April, 1873.
1229. Would it not be an interference with ordinary newspaper competition for the Government to supply news? I think myself that the Government is bound to act for the general weal.
1230. Would not the mass of the people pay for it, and the few be the gainers? I think the mass of the people would have opportunities of knowing the truth of these things, if the matter were carried out in the way proposed.

Mr. William Lacy called in and examined:—

1231. *Chairman.*] You are engaged in trade in the city, we understand? Yes, in engineering business—Mr. W. Lacy.
the firm of Vale & Lacy.
1232. In your business do you use the Telegraph much? We do considerably; more particularly in the Colony—between here and Victoria. 4 April, 1873.
1233. Do you find the charges restrict your use of the telegraph line much? Certainly if it was cheaper we should use it more frequently.
1234. Have you any reason to complain of the conduct of the telegraph business in Sydney, as to favouritism—sending forward one man's telegram before another's—are there any suspicions of that kind on your mind? No, none; we have always met with the greatest courtesy and attention.
1235. And a fair amount of promptitude? Yes.
1236. You must have noticed the publication in the newspapers frequently of information from Europe affecting prices: have you usually been satisfied that these telegrams are moderately accurate, or have you been misled by them at all? I have frequently thought that some of these telegrams were not correct. As an instance which I have remarked in my own line of business, we have frequently seen telegrams—"pig iron advancing," "pig iron advancing." If iron had advanced as much as has been reported, it would have been two or three hundred per cent. higher than it was originally. So I conclude from that, that these telegrams have not been as correct as they should be. I know iron has not advanced so much as to warrant these telegrams.
1237. Is there an impression among people in business in a moderate way, that by the present telegraphic system the large importers have an advantage over the smaller, inasmuch as they can afford to telegraph Home and get accurate information, while the smaller importers cannot? No doubt that is the case.
1238. Do you think there is a widely-spread feeling of that kind? I would not say how widely-spread it is, but no doubt such is the case, inasmuch as it is the interest of these people to keep themselves well posted in the news from Europe—more particularly of people holding large stocks.
1239. Their transactions are large enough to warrant the outlay? Yes.
1240. It has been recommended by certain witnesses who have come before this Committee that the Governments of Australia should unite in getting a cable message daily or bi-weekly, as the case may be, from Europe, and that on its landing in Australia it should be sent free, not to the newspapers, but to the different telegraph stations, and there posted up for general information. What would be your opinion of a system such as that? The question is a wide one in many respects, inasmuch as what might be interesting to me in Europe might be of no interest to you. What would these telegrams comprise?
1241. Prices of articles of trade, of Colonial products, of money in England—prospects of war—and things of that kind, which largely affect prices here. It has been the opinion of certain witnesses that this would give to the people of the Country the benefit of the Telegraph, which is now, in their opinion, mainly in the hands either of newspapers who can afford to pay for it, or of the wealthier inhabitants of the Country. Have you thought of that much? No, I have not thought much of it. I have seen the matter advocated in the newspapers a few times, but I have not thought it out for myself very much. No doubt it would be a very great benefit to have reliable information procured by the Government, which we could rely upon much better than on information in the newspapers.
1242. Have you been much in the interior of the country? I have merely travelled round; I have not lived in the interior much.
1243. Has it occurred to you that in the interior of the country the people everywhere would have better opportunities of knowing the sort of news that would be of use to them if these telegraphic messages were posted at every telegraph office? Yes, no doubt of it.
1244. Have you any acquaintance with the mode of carrying on telegraphic agencies in Europe? No. We have sent a few telegrams to England lately, in reference to materials we require, but I know nothing of it further.
1245. *Mr. Burns.*] You have made considerable use of the telegraph between Sydney and the other Colonies? Yes, Melbourne more particularly.
1246. Do you think, if the charges were reduced, say fifty per cent., you would be likely to pay the department quite as much as you are doing at the present time for telegrams? I think it is very likely. If the cost of a message were reduced from 6s. or 8s. to 3s. or 4s., we might think it advisable to telegraph instead of waiting to write.
1247. Do you think people in business generally would give almost double the amount of business to the Telegraph Office, if the charges were reduced one-half? That is a large estimate, but I think it would increase the business very much.
1248. With regard to telegrams to England, do you think you would be likely to send double the number of telegrams to England if the charges were half what they are at present? We look upon the charges now as almost prohibitory.
1249. Do you think people generally would send perhaps twice as many telegrams if the rates were reduced to what they would consider a reasonable amount? Yes, I think so.
1250. You would in your own business? Yes, I am quite sure we would do so.
1251. Have you found that the telegrams we have had from England about commercial matters, published in the papers, having relation to your own business in particular, have been useful to you? I have partly explained

- Mr. W. Lacy explained that in answer to Mr. Robertson. I do not think much reliance is to be placed on them.
1252. Telegrams about the prices of metals are valuable to men in your line of business? Yes, no doubt; especially to a man taking a contract, reliable information is very valuable.
- 4 April, 1873. 1253. Supposing a public telegram was posted from time to time as suggested, do you think it likely that in consequence of information so supplied you would be sending to England for materials? I believe we should.
1254. Therefore the consequences of getting such a telegram would be to promote business? Yes. For instance, instead of sending to Melbourne, where I know the state of the market, I would telegraph Home, if I had correct information as to prices there, and send an order for materials.
1255. The expense of getting information now is one of the impediments to business? Yes.
1256. If the cost of telegrams to England were made more moderate, you would incur a much greater expense than you do now in order to get information? Yes; we should telegraph in a great many matters where we do not do so now.
1257. *Mr. Tunks.*] Is not a high price for telegrams almost unavoidable in a new adventure of this kind, involving great risk and expense at the outset? Decidedly. I have not taken it into account whether it would pay the Company to let us have telegrams at a reduced cost; I have no means of knowing whether it is a good paying speculation or otherwise.
1258. Would not the capacity to multiply telegrams depend upon the capacity of the wire to do the work? Certainly.
1259. Then would it not be better to encourage the construction of a different line, whereby there would be greater competition—have you considered that question? No, I have not.
1260. Have you an agent in England? We are in communication with gentlemen who do our business.
1261. Do you use cypher in sending telegrams? No. We have only sent two telegrams since the wire has been in existence, and they were sent recently, in reference to a large contract we have taken lately.
1262. You are aware that you can arrange a system of cypher by which you can get information more cheaply? Yes, I believe so.
1263. Have you tried that? No.
1264. If the Government were to authorize the receipt of public telegrams, would you, as men of business, rely upon them for business purposes? I think we would have reason to do so.
1265. How could we arrange to get news of so reliable a character? I should imagine the matter would be arranged by the Government, and they would see to the character of their Agent.
1266. Is not the Government about the worst agency you can have to do any work? It depends upon the kind of work.
1267. Having regard to the reputation the Government maintains for blundering, would you trust the Government in a matter so nearly concerning your business? I would look upon it this way,—that the Government would be less liable to be influenced than private individuals in rigging the market.
1268. What would their agents do? I say again that I think a man appointed by the Government should be more reliable than a man appointed by one of our Sydney merchants.
1269. To gather up news in a market like the London market? Yes, I think it fair to infer that he would give us more reliable news than a man appointed by a merchant who had a large stock in Sydney, and who wished to put a telegram in the paper to raise the value of that stock. I should think the Government Agent would have no such object.
1270. Would you not rather depend upon your own agents? I am speaking of telegrams coming through other houses. If I had an agent in England, certainly I should prefer his information.
1271. Considering the influence that newspapers exercise upon a community such as ours, if we began to furnish them with information where would it end? My impression is that the public ought to pay for all news of this kind.
1272. They do pay for it through the papers? They do indirectly—not directly.
1273. *Mr. Burns.*] Supposing these telegrams were given to the public in the way that has been suggested—not to the daily papers, but posted at all the telegraph offices—do you think that would be going beyond the province of the Government? No, I do not think so. The difficulty in my mind is how far you should go in giving information. There are certain national matters that we should be posted in; but whether the Government have a right to post us in the prices of pig iron, tea, sugar, and so on, I can hardly say.
1274. *Mr. Tunks.*] Would not free and unrestricted competition supply us with the news we want? Perhaps it would.
1275. *Chairman.*] Is it free and unrestricted competition to charge £10 for ten words? It is like everything else; it depends upon the value of the article. It may be worth my while to pay £10 for a telegram.
1276. *Mr. Tunks.*] If it pays well, will not other people go into the same line of business and bring down the price? Yes; no doubt there is lots of money to be invested in another cable if it will pay.
1277. *Mr. Burns.*] Do you not think it would be well for the Colony to contribute something towards getting a second cable, viewing it from a national point? I hardly think so.
1278. *Chairman.*] I presume you are against all mail subsidies? No, I am not.
1279. What is the distinction? It will pay private speculation to give us telegraphic information, but it will not pay private speculation to bring our letters here; consequently it is necessary that the Government should assist.
1280. *Mr. Burns.*] Has not the necessity for a mail service, for which we have been paying a subsidy all along, been greatly lessened by the establishment of direct telegraphic communication with England? It has, no doubt.
1281. Can you see any difference in principle between aiding a telegraph cable and aiding a mail service? I do; inasmuch as private enterprise has laid the cable without the assistance of the Government, but private enterprise would not bring our letters here without a subsidy. Where private enterprise steps forward and does the work, I do not see the necessity for the Government going out of their way to assist it.
1282. *Chairman.*] Are you not aware that the cable to Australia has a Government guarantee of 5 per cent. on the money expended? I believe it has.
1283. *Mr. Tunks.*] Although the wire has diminished the interest we have in the mail service, is it likely, in your opinion, to meet the service now performed by letters and papers? No, it is not.
1284. We shall still need the mail service? Yes.

TUESDAY, 8 APRIL, 1873.

Present :—

MR. ROBERTSON, | MR. TUNKS,
 MR. WEARNE.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Mr. Frederick Charles Jarrett called in and examined :—

1285. *Chairman.*] You are in business as a printer and publisher? Yes.
1286. I think three or four years ago you had a good deal of experience in connection with the Telegraph Department? Yes.
1287. Could you point out to the Committee any way in which you think the department might be improved in its management; or have any matters in connection with the department, in your experience, called for observation or remark? I do not think there is fairness given to all alike in the department, particularly in the transmission of Press messages.
1288. Will you tell us how unfairness is experienced? I have noticed it particularly with reference to English mail telegrams, that great favouritism has been shown to the proprietors of the *Sydney Morning Herald* in the transmission of messages.
1289. Are you speaking now of the English mail messages received by way of Adelaide? Yes.
1290. Will you tell us how the unfairness has been shown? When both lines have been available for the transmission of messages—both the direct line from Adelaide and the two lines by way of Melbourne—when a message has been coming through for the proprietors of the *Herald* on one line, messages for Greville & Co. have been detained in the Melbourne Office, on the excuse that the lines were occupied by private messages, both the lines being then unused between Melbourne and Sydney.
1291. Did you make any complaint about this? We continually remonstrated about it, but could never get any satisfaction. A great many things were promised, but I believe there is always sufficient influence at work there in favour of the *Sydney Morning Herald* to prevent other people from getting fair play.
1292. What were the reasons assigned for not doing what you suggested? It was stated at the time that the lines were occupied by the passage of private messages, or were down, when at the time these messages were coming through, I have known from clerks in the Telegraph Office that the lines were both available, and yet we could not get our messages.
1293. Two reasons were given for not sending them through; first that the lines were occupied by private messages, and next that they were interrupted? Yes.
1294. Did you often complain of the Department not sending the messages by way of Adelaide? Frequently; almost every mail. There was a restriction at one time on the number of words received by the *Herald*, limited to 1,500 words, and then they evaded it by having a portion of their message addressed, I think, to Gordon & Gotch. It was, in fact, a continuation of the same message, but addressed to other persons, and so the restriction was nullified.
1295. Do you know where the restriction was first imposed? In Melbourne, I believe.
1296. As the messages came from Adelaide, and might have come without coming by way of Melbourne, how could the restriction be applied to messages by way of Adelaide? I believe it applied to all the lines—the direct line from Adelaide as well as the others.
1297. Do you know of any convention or arrangement between the heads of the Telegraph Departments of all the Colonies to that effect? I take so little interest in the matter now that I have forgotten what the arrangement was, but I know there was some arrangement.
1298. If there was an arrangement, it was set aside by sending portions of the message through addressed to different firms? Yes. It was said that they could not prevent the extravagant length of messages, because they could always defeat us by this method.
1299. You are aware that competition for English news by way of Adelaide has greatly declined since the establishment of the direct cable? I imagine it has. I have nothing to do with the business now.
1300. Do you recollect any other way in which you had reason to complain of the management of the Telegraph Department? Yes; in the transmission of ordinary messages I do not think due care is exercised. During the time I was proprietor of a paper at Parramatta, I have sent messages when I have known the line was in proper working order, and I have left by the train and been in my office in Sydney before the telegram was delivered. I think there is great want of speed in the delivery of messages or in their transmission. This has occurred frequently.
1301. Has it appeared to you that there is not a sufficient supply of messengers? I cannot say what was the reason; I only know the delay has taken place. I have made complaints, and never had a satisfactory explanation given.
1302. How long ago is it since the messages you speak of from Parramatta were passed? About eighteen months or two years ago. Over a period of about twelve months it occurred frequently.
1303. You experienced what you thought unreasonable delay? Yes, decidedly. I was able to reach my destination by train quicker than the message by the wire.
1304. What explanation did you get? None that was satisfactory. On one occasion a messenger was sent to me, and stated that it was his fault, and that if I pressed the charge he would be dismissed.
1305. Did any of the officers attribute the delay in delivering messages to the want of sufficient messengers? No.
1306. Have you, in your experience, observed anything else that appeared to call for amendment in the management of this department? I think there is too great liberty allowed to employes of the *Sydney Morning Herald* in the department. I have seen a clerk employed in the *Herald Office* within the operating room alongside the instrument, at a time when messages were being received and in course of transmission on the line.
1307. Did you see that more than once? Yes. When I have gone up at night-time.
1308. Did you make any complaint of it? Yes.
1309. Was the practice discontinued? I did not see it afterwards.
1310. Were you connected with the business of telegraphing for any length of time after you made that complaint? No, I suppose not more than four or five months after.

Mr. F. C.
Jarrett.

April, 1873.

- Mr. F. C. Jarrett.
- 8 April, 1873.
1311. Within those four or five months did you again observe any employé of the *Herald* inside the Telegraph Office? No. I have reason to believe this kind of thing was allowed.
1312. By whom? By the officers of the department.
1313. Do you mean the head of the department or the subordinates? The subordinates.
1314. You threatened to complain to the head of the department? Yes.
1315. And then it was discontinued? Yes, so far as I know.
1316. Did you ever wish to obtain the same privilege of going inside? No.
1317. You have never asked for it? No.
1318. Could you make any suggestions for the improvement of the management of the department? I am under the impression that there is one of the officers of the department who is receiving pay from the *Sydney Morning Herald*. I believe Mr. Walker is the recognized chess correspondent of the *Sydney Morning Herald*, and receives regular pay for it. I was a member of the Chess Club for a long time, and I believe all the members of the club recognize him as the chess correspondent.
1319. Does he get paid for being chess correspondent? Yes, I believe so.
1320. Do you state this of your own knowledge? Yes.
1321. Is it a paid office, that of chess correspondent? I believe so. The *Empire* has been in the habit of paying for it. I was at one time chess correspondent of the *Empire*.
1322. How long has Mr. Walker been the *Herald's* chess correspondent? I could not say.
1323. How long have you been a member of the Chess Club? Nearly three years.
1324. Has Mr. Walker been chess correspondent all that time? I could not say.
1325. When did you first come to know that he was chess correspondent? Between two and three years ago. I am not now a member of the club; I was at that time.
1326. Is there much done in the way of chess to call for correspondence to any extent? It is done in connection with the *Sydney Mail*. I call it the *Herald* because the *Mail* is published at the *Herald* Office, by the same proprietors. A certain number of the subscribers to the *Mail* are interested in chess.
1327. Do the members of the club meet frequently? Nightly; and occasionally there are chess tournaments with members of Chess Clubs in other Colonies.
1328. Have you observed that Mr. Walker is in any way influenced by holding a position of that kind? No, I do not know that he is.
1329. What is your opinion as to what the effect would be, supposing we were to reduce the charges for Press messages in the Colony? I think the number of messages sent would be greatly increased.
1330. What do you think would be the effect of a similar reduction in respect to private messages? I have not had sufficient experience to be able to say.
1331. Have you heard any complaints about the charges for telegrams between here and England? No; I have had nothing to do with it since the cable was laid.
1332. *Mr. Tunks.*] You say you observed, when connected with the *Empire*, unfairness as regards the English Mail telegrams? I was not connected with the *Empire*. I did not say that.
1333. In what way then? One part of the time I was in partnership with Mr. Greville, and at another time I was interested on my own account.
1334. Could you fix upon any particular transaction as to date, so that it could be identified—exhibiting the unfairness you speak of? No, I could not.
1335. Did it occur frequently? Yes.
1336. In what year? It extended over about four or five years, from the end of 1868.
1337. Out of all these numerous instances, can you not fix upon any particular occasion when conduct of this description was exhibited? It occurred almost monthly.
1338. Can you state any month out of these four years in which something of this kind occurred? No.
1339. Could you identify any account by which it could be traced out? No, I do not suppose I could.
1340. I understood you to say that on one occasion when you objected to the delay, the message was detained in Melbourne? No; that the messages did not come on from Melbourne, although the two wires were unoccupied by any other Press messages.
1341. What control have we over messages detained in Melbourne—how do you connect that with want of attention in the department of New South Wales? I cannot connect it in any way. I only know the messages were not received, the wires being at the time unoccupied.
1342. In what way would the department here be answerable for delay in Melbourne? I cannot say, I am sure. I only know we did not receive messages when the wires were unoccupied. I know nothing about the Melbourne department.
1343. Can you give the Committee information as to any particular day when your messages from Parramatta were delayed? Not at present. I could by reference to my books.
1344. Will you furnish the Committee with it, as an addendum to your evidence? Yes. I shall have to refer to the Parramatta books to ascertain the date.
1345. You have seen liberty given to the officers of the *Herald* establishment to go in amongst the operators in the Telegraph Office? Yes; after nightfall.
1346. Did it occur frequently? Four or five times.
1347. Can you give the Committee any information to lead them, either by time or circumstances, to find out who these people were—what were the names of the employés of the *Herald*? I do not care about mentioning names.
1348. Who was the operator? I do not know his name.
1349. Do you know the date? No, I could not fix the date.
1350. Can you point the Committee to any circumstance by which the date, or time, or persons, can be fixed? No.
1351. *Chairman.*] Cannot you give the name of the telegraph officer? I do not know the name of the telegraph officer, and I do not think I should give the name of the *Herald's* employé.
1352. Decidedly, we should have it all out? I do not know the name of the officer.
1353. Do you know the name of the *Herald's* employé? I do not feel inclined to state the name.
1354. Why do you not wish to name the employé of the *Herald*—was it one or more persons? One person particularly.
1355. What objection have you to mentioning his name? I do not think I should be called upon to mention his name.

1356. *Mr. Tunks.*] Is it within your knowledge that Mr. Walker is chess correspondent, and receives pay for that service? I know that the service on the part of the *Herald* has been a paid service. I do not know that Mr. Walker has ever received anything for it.

Mr. F. C.
Jarrett.

1357. Have you any further reasons for believing that he is paid than that it is a paid service usually? 8 April, 1873.

No.

1358. Has it come to your knowledge that any information has been obtained from the department to the prejudice of the senders of messages? No, never.

1359. Do you think people in the interior have confidence in the secrecy of the department? I do not know; I have never been far away from Sydney.

1360. Have the public confidence in the secrecy of this department in Sydney, in your estimation? No, I do not think there is confidence in it, though I have no charge I could bring, or any positive statement I could make.

1361. How would that want of confidence arise? I could scarcely tell you.

WEDNESDAY, 16 APRIL, 1873.

Present:—

MR. BURNS,
MR. CUNNEEN,

MR. TUNKS,
MR. WEARNE.

JOHN ROBERTSON, Esq., IN THE CHAIR.

Charles Todd, Esq., C.M.G., Postmaster General, and Superintendent of Telegraphs, South Australia called in and examined:—

1362. *Chairman.*] I dare say you have heard that this Committee has been appointed to inquire as to the state of Telegraphic Communication in New South Wales, throughout the Australias, and with Europe. Commencing with telegraphy in New South Wales: it has been suggested to us by several witnesses that, if our rates were reduced, a largely increased business would be carried on, with little or no reduction of revenue. Have you given that subject any consideration? I have paid considerable attention to the question of telegraphic tariff, and am now perhaps in a position to speak from experience, having in the last two years reduced our charges in South Australia to a uniform rate of 1s. for ten words, and 1d. for every additional word, with one exception, between Adelaide and the Port, where our rates are 6d. for ten words. When we first opened the Telegraph in South Australia, our charge between Adelaide and Port Adelaide was 6d. for twenty words, and at that time I believe it was the cheapest telegraph line in the World. Speaking of the effect of the low rates, and from memory, I think that in the first twelve months after the line was opened, although we had a competing private line, we had a greater number of messages than they had in Victoria in something like two years, although they had at that time the Telegraph open between Melbourne and Sandridge, Williamstown, Geelong, and Queenscliffe. Since we have reduced our rates, although, as perhaps you are aware, we have telegraph stations opened at a number of very small townships which would probably be overlooked in this Colony, our business has very greatly increased. It is rather difficult, however, in the peculiar circumstances of South Australia, to say the precise effect which the reduction of the rates has had upon our revenue or upon the number of messages, because our business very much depends upon the harvest, and also upon the fluctuations in the prices of wheat, copper, shares, &c. We find in South Australia that the business of the Telegraph to a large extent depends upon sudden fluctuations, whether in mining shares or the price of flour, and also on the number of transactions. It is, therefore, hardly fair to compare one year with another, because one year may be unprecedentedly dull, and the next prosperous. It would not be fair, for instance, to contrast this year with last year, or with 1871. As a matter of fact, I suppose the number of messages at many stations in South Australia affected by the reduced rates will be very nearly two and a half times what they were two years ago.

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1363. Will the revenue be greater? Yes, considerably.

1364. *Mr. Burns.*] When did you reduce the rates? Speaking from memory, it was in 1869 or 1870.

1365. And the business since then has been trebled? Very nearly; considerably more than doubled at some stations.

1366. *Chairman.*] The reduction has not only largely utilized your lines, but the revenue, if not increased, has suffered no loss? There has been no loss upon the revenue. That has been my experience.

1367. Has there been any extra expense? In a few of the offices there has, but not in the bulk of the offices, because they had not before, and even now have not, sufficient to occupy their time or the wires. One or two lines may be somewhat overcharged, but some have not nearly come up to their carrying capacity.

1368. The probability is that if we reduce our rates we would largely increase the use of our lines, and not suffer much in our revenue? I should say particularly so in New South Wales. I should say that having such an extent of country, you would find reduced rates tend largely to increase the number of messages, and probably there would be no loss of revenue at all. Besides which, the Telegraph being in the hands of the Government, you have not to consider the direct revenue produced in the same way that a Company would, but also the facilities afforded to the commerce of the Country, and the many indirect benefits arising from cheap means of intercommunication.

1369. Have you been to our Telegraph Office? I have.

1370. Will you be good enough to say whether you think it is conducted efficiently? So far as I have had the means of judging, I should say most efficiently. I have been very pleased indeed with the arrangements. Your office, I believe, is only a temporary one at present, and quite inadequate for the business.

1371. Do you consider our operators as expert as those you have seen in other places? Quite so.

1372. It has been advised by some of the witnesses that there should be more assistance in the office—Has it occurred to you that in our office we are short of hands? I can hardly say. At present your office seems to be somewhat crowded, and I should say there is scarcely accommodation for more officers. I have been frequently in the operating room; and judging from what I have seen there, I think that if there were any large increase of business you would require an increased staff of operators and more room.

1373. Then you think our men are pretty well worked? Yes, I think so; they always appear to be pretty busy.

1374.

C. Todd, Esq., 1374. Will you be good enough to say whether you have heard any complaints as to favouritism against our officers—that one man's message has been sent before another's—or any favouritism of any kind? No, I have not. When I say I have not, I am of course aware that complaints have been made not only against New South Wales, but also against my own department and the Victorian department. The delays on certain Press messages have been matter of frequent reference to my own Government, and on one occasion came before Sir James Fergusson; but when I submitted an explanation, it was admitted that there was no help for it—that it was one of those things the department could not possibly control. With regard to favouritism, I may say most positively there has been none that I am aware of, neither in the department here nor in South Australia. It has been really a question of first come first served.

1375. It has been alleged that one portion of the Press here has had great favouritism shown to it, and that that has extended to the other Colonies? I have known of no favouritism at all. I may explain that we keep in the Adelaide Office a record-book, which shows, on the arrival of each English Mail, the time the mail messages are handed in, the time their transmission is commenced, the time the transmission is completed, the number of words the message contains; and, if there has been any delay, an explanation is entered in a column set apart for that purpose. I can only say that Press messages have been transmitted from Adelaide, and I believe from Wentworth also, on to Sydney, in the order in which they have been received.

1376. Was there not some understanding or rule by which no Press messages exceeding 1,500 words were allowed to pass before messages for other papers were sent on? When the line was opened between Adelaide and Melbourne in 1858, there was but one wire; and the Telegraph being then a new thing, there was a great deal of rivalry between the different newspapers in Sydney and Melbourne, and the quantity of Press matter put into our office completely shut out all other business. To meet this, a regulation was passed to the effect that each newspaper was to be allowed one message of 1,500 words, to be transmitted in the order in which they came in, and, these messages transmitted, the private messages were to be sent before any fresh Press matter. When we put up a second wire to Melbourne, we were able to give additional facilities to the Press, and gradually the regulation I speak of became obsolete. Repeated complaints were made by Messrs. Greville & Bird, in Melbourne, of the delay in the transmission of their messages, which operated, they said, very greatly to their injury; but I must tell you they were always considerably behind the *Argus* messages in bringing them to the office. When the Sydney line was put up, the regulation limiting the first Press messages to 1,500 words had become quite inoperative for some time, and it was hoped the additional line would get over all the difficulty. Before we had a direct Sydney line, messages for Sydney papers had to be sent *via* Melbourne. As it did not obviate the difficulty,—at the instance of the Victorian Government, in consequence of repeated complaints, the regulation limiting the first Press message to any one paper or news agency to 1,500 words was re-enforced, but only so far as messages to Melbourne were concerned, and not messages to Sydney. We were never asked to limit the number of words for Press messages to Sydney. I may mention that when a gentleman connected with the Melbourne Press was in Adelaide, with a view of getting the Government to limit Press messages to 1,500 words, I took the opportunity of pointing out what had been the experience not only of ourselves in Australia, but of private Companies in other parts of the World; that any regulation limiting the number of words was practically useless, because it could be so easily evaded; and I also pointed out that it would be unwise to leave it to the discretion of a clerk in the office to decide as to the *bonâ fides* of any telegram that might be put in.

1377. You found that this regulation was evaded? No doubt it was. Messages which we saw afterwards published in the *Argus* were, when put in, divided into three messages; one addressed to the *Argus*, another to a paper in Melbourne, and another to a paper in Geelong. These three papers each paid for messages addressed to them, and their messages could not, of course, be refused or set aside for other messages put in later.

1378. Is your law on this point the same as ours—By our law the first comer must be first served—Have you power to make such a regulation as you speak of, under the strict letter of your law? No person has a right to put in a message which will occupy the line more than half an hour. Our Regulations give us the power of limiting the number of words.

1379. Are these Regulations covered by the authority of the law? They are. We have the power to make such a Regulation. Clause 8 of our Regulations is as follows:—"Not more than half an hour at one time will be devoted to any message, and all messages that may have accumulated during that time will be despatched before the transmission of such message be resumed."

1380. You, of course, can give us very valuable information in regard to European Telegraphy. We have been told that if there were two cables there would be a large amount of messages to Europe relating to financial matters—that people would depend upon the telegraph for their financial arrangements if there were two cables, but they are afraid to trust to one cable. Will you be good enough to tell us your views with regard to a second cable? I think, in the present state of telegraphic communication east of India it is more a question of rates than immediate duplication. If you are to have duplicate cables, they should, I think, extend at least as far as Madras. You would not gain very much in point of carrying capacity by having two cables or two lines of communication between Australia and Java, or between Australia and Singapore, while west of Singapore you would still have to depend upon only one cable. I may mention, as a matter of fact, that the cable between Madras and Penang is only capable of doing a little more than four times the amount of business now passing through it; therefore while you depend upon that one cable you would not afford very great additional facilities by duplicating the lines east of Singapore. At the same time, I am certainly in favour—looking at the interest of the Australian Colonies generally—of duplicating the lines, because I see that when once we have telegraphic communication the stoppage of communication paralyzes trade very considerably; therefore I should say that if you can do it at a reasonable cost, you should duplicate the lines, and as extensively as you can. Personally I should very much like to see the international telegraphic system of Australia under the joint management of all the Colonies combined—each Colony paying its fair quota of the cost of management and maintenance of the special land lines within Australia as well as the cable subsidies. I think it would be more advantageous and more satisfactory to all the Colonies if one international telegraphic system were under the management of an Australian Convention for instance. But I think our immediate object is to reduce the rates, which could be done by paying a moderate subsidy to the existing Company.

1381. We will come to that presently. Will you be good enough to say where you think the second cable should reach to—where we should connect with—with what line—supposing it should be determined to have a second cable? If it were decided to have a second cable, I should take it to Normanton.

1382. Where then? Either to Java or Singapore. Between Singapore and Madras you would still depend upon one cable, and I would strongly recommend that the duplication should commence at Madras. I would prefer that very much to the proposed line to Calcutta. I think you would find, practically, that another cable laid to Madras would be far better for the Australian Colonies; that the messages would be transmitted more expeditiously, and with greater freedom from delays and interruptions from various causes, by going from Madras *viâ* Bombay, than by going by Calcutta. There would be a shorter length of land line.

1383. I presume that if we were to adopt the plan you recommend, the two lines would not join together in any way; there would be two independent lines to Europe, if we went by way of Madras? Yes.

1384. What would be the difference of expense between going from Normanton to Singapore and from Normanton to Madras? It would take another £400,000 to extend the cable to Madras, or about (say) £1,200,000 to connect Madras with Normanton—that is, speaking roughly. This is a low estimate.

1385. You have said you would like to see the several Colonies unite, and charge themselves with the duty of European telegraphy—Would you mean that to include your South Australian line as well as the cables? I would.

1386. You would call that a part of the European line? Yes; I would take certain lines in Queensland and certain lines in South Australia as forming part of the international system, the same as is done in other Countries, where they have certain wires set apart for international messages.

1387. You would set them apart? Yes; but while the wires were capable of doing more than the international business passing through them, I should have no objection to their taking up local messages.

1388. Supposing the Governments of the Australias were to go to the expense of £400,000 for the duplication of the cable between Madras and Singapore, would the business be sufficient to justify the expenditure? Oh, no; the amount of business would not be sufficient, considered in the light of revenue, to justify so large an expenditure. No Company would entertain it without large subsidies, but the cost should not wholly devolve upon the Australian Colonies, as it would afford extra accommodation to China, Java, and the Straits Settlements. It simply makes the communication as secure from interruption as it is possible to make it. Our overland line is really as free from interruptions, and is in every respect as reliable and as substantially built as any telegraph line in the Australian Colonies. We have only had two short interruptions between the Charlotte Waters Station and Port Darwin, or on 1,200 miles of the line, since it was opened, in August last year; and the Government of South Australia, on my recommendation, are going to a large expense in placing iron poles over 600 miles in the Northern Territory. We shall have 6,500 iron poles on that section by the end of the year. Indeed, I may say that my Government will spare no expense in maintaining the thorough efficiency of the line. For the information of the Committee, I hand in a report on and map of the line.

1389. That security from interruption would, I suppose, in your opinion, greatly increase the use of the cable between here and the Mother Country? No doubt it would; because if persons can depend upon getting replies, there would be a steady business. No doubt uninterrupted communication tends very much to the use of the telegraph; but the present line is as reliable as any single line can be—both land lines and cables.

1390. Are you of opinion that the charges now in force are beyond what are necessary to ensure revenue on the cable now in use? I think the charges are high; but it must be remembered that they must be at present regarded rather as tentative than as absolutely fixed. It is more easy to reduce charges than to increase them; therefore, a Company looking to dividends must commence with a high tariff, and reduce it when they have had some experience as to the amount of business likely to be done. At present the amount of business is, perhaps, scarcely sufficient to justify the British-Australian Company, or any other Company, reducing the rates without a subsidy.

1391. If they reduced the rate, might they not receive more revenue? I think they would; but I think they would require an inducement in the shape of a subsidy before doing so, and I think we might promise that subsidy without really having to pay it, or at all events only a portion of it.

1392. I think some portions of the line to Europe are conducted now on moderate scales of charges? Yes. The charge between Bombay and London, by both the Eastern Telegraph Company's line and the Indo-European line, are fixed absolutely by convention at £2 5s. 8d.; that is for nearly 7,000 miles of cable, and is the cheapest portion of the line. The British-Australian Company's charge of £3 15s. 2d. I do regard as exceedingly high; but, as I said before, it is only a tentative rate, and they will see their way, no doubt, to reduce it, especially if we hold out inducement in the shape of a subsidy. They offer to reduce their charges to £6 10s. from Port Darwin. That would make the whole charge £7 10s., supposing the South Australian rate to be maintained as now, but no doubt it would be reduced also. The Company propose to reduce the rate to £6 10s. for a subsidy of £20,000, or to make it £5 for a subsidy of £30,000, reducible by £400 for every 500 messages over 22,000; and that would lead, no doubt, to a very large increase of business. I may say that in that case the South Australian Government would be quite willing to reduce their present rate one-half. That would reduce the rate between London and Sydney to about £5 12s. for a subsidy of £30,000, which could be paid by all the Colonies contributing somewhat in the proportion they now contribute to the mail subsidy. The charge could be reduced from £9 7s. 6d. to about £5 12s. for twenty words.

1393. Are you of opinion that that is a reasonable proposal? I think it is, but I think further negotiation would lead them to make still more favourable terms. My own impression is, that the increase of business the reduced rates would lead to would go very considerably to the reduction of the subsidy. I think we might reckon on sixty messages a day at least—that is, double the number of messages now sent—at the rate of £5 10s., between Adelaide and London. The subsidy would be reducible by £400 for every 500 messages over 22,000.

1394. What do you suppose would be the actual subsidy the Colonies would have to pay? I imagine it would not exceed £20,000 a year. I think the practical working of it would be that the Colonies generally would not have to pay more than £20,000 a year to secure the reduction. The contributions might be taken on the basis of the number of messages. I have very strongly urged upon the Company the adoption of a word by word tariff, which would be still more in favour of the public. They are strongly in favour of the suggestion, I believe, and will introduce it as soon as possible, so that people will simply pay for the number of words they send.

1395. Have you thought of the advisability, or not, of making any arrangements whereby the Colonies of Australia might unite in having a periodical telegram, giving information of public importance as to prices

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of wool and other colonial produce, and prominent matters of immediate interest to the Colonies—whether it would be wise, or not, for the Governments of the Australias to join in a message of that kind—some gentlemen have thought it would be wise to have a message of that kind, paid for by the united Governments, and posted at each telegraph station throughout the Australias—Have you thought of that? I have. I myself see some considerable difficulties in the way of its adoption. In the first place, you can hardly say what effect it would have upon the revenue of the line, which is a matter that must necessarily be considered by any Telegraph Company. I think it would modify the conditions as to the subsidy, in the Company's ignorance of the probable effect this public telegram would have upon the business of the line. It is, of course, just possible that telegrams such as you describe would really lead to an increase of business; they might provoke inquiry; but until experience has shown its effect, a public Company would, I think, rather shrink from it, and say that if this information is to be given gratuitously, they should require a higher subsidy, because it would possibly affect their revenue prejudicially. They might be wrong; but I think that is the way a Company would look at it. Then again, I fear that we could not altogether clear ourselves of responsibility. It does not seem to me to be exactly the same as shipping telegrams. It is hardly possible for any telegraph station to announce incorrectly the arrival or departure of a vessel; but a person in London, having to telegraph the prices of wool, copper, Government securities, and a number of other things, and give commercial information of importance, might easily make grave mistakes which would lead to complications and frequent complaints. Of course the Governments would let it be known that they were not responsible; but I mention it as one of the objections that occur to me. I think we should be much more likely to have frequent mistakes in a message of that character than in shipping or weather reports; and errors in these telegrams might be of serious consequence. I myself would strongly advise a subsidy with reduced rates, in preference to the Government taking upon themselves the province of news agents in any shape. At the same time, if done at all, I would say the message must be posted outside all the telegraph offices throughout the Colonies; not at a few selected places, but made known generally. And it should be understood that the Government had no responsibility.

1396. The only effect such a public telegram could have upon the business of the Company would be in perhaps reducing the number of Press messages, because in its absence the newspapers would give the same information; so that the subsidy would only have to be increased in proportion to the reduction in the number of Press messages? I take it, this public telegram would be far more comprehensive than what is now supplied by the Press; and when you once commence it you will hardly know where to draw the line. There will be continual pressure from without for more information; and you scarcely know where it will end. I know we found it so when at one time it was suggested, and on one or two occasions it was done. A telegram was posted outside the Adelaide office, giving general news in advance of anything published by the newspapers, and we were immediately applied to by all telegraph stations throughout the Colony for the same telegram. But the newspapers naturally cried out that it injured their business.

1397. Does it not strike you that if the Government are to give a subsidy of £20,000 from the general revenue raised from the people, the people will be apt to say, of what use is all this?—A squatter, for instance, may say, When I come to Sydney to sell my wool, the gentleman with whom I am dealing has a telegram while I am in the dark, and I am paying towards the £20,000 a year which is helping to bring him this news? I think that anything that tends to facilitate and increase the commerce of the Country benefits all classes, and that the small sellers derive an equal advantage, and very frequently, perhaps, obtain an advantage over the buyer or larger man, from the very fact of the latter acting on his telegraphic information, and taking the risk of the markets altering before he can realize on his purchases.

1398. That would imply that the man who gets the information loses by it? No; I say in the long run it equalizes itself. I do not think the farmers of South Australia, for instance, would gain very much by a telegram, announcing the price of wheat in Mark-lane, being posted outside the telegraph offices. They are not likely to be taken in by a large wheat buyer who gets the information direct, because there is so much rivalry amongst buyers that the seller, as a rule, derives all the advantage of a rise in price, and the buyer takes the risk.

1399. Are you of opinion that we have ever had news sent to these Colonies for the purpose of what is called rigging the market—false news? I am not aware of any particular instance.

1400. You have not suspected it? I have had no reason to suspect it.

1401. You have not suspected it? No.

1402. *Mr. Burns.*] Supposing there were a public telegram, do you think the person charged with the duty of preparing it could supply the necessary information unless he had a large staff at his disposal? I do not know that he would require a large staff. The information is so accessible that I imagine his report would be based mainly upon what would be contained in the newspapers of the day. The commercial information would, as a rule, be given in the London daily papers.

1403. Could he prepare a telegram of this kind, unless he had an office and a number of assistants to collect information reliably? He would require to have an office; and it would also be necessary that he should be a man of some commercial standing, in order to secure the reliability of his information. Therefore, his charge would no doubt be somewhat high. He should be well paid, at all events.

1404. Would it not diminish the value of this telegram, unless he could obtain the information himself from day to day, without extracting it from the Press? He should have means of verifying what he found in the Press.

1405. Supposing there were a large sale of wool or tallow? He would have to employ paid agents who would supply information to him.

1406. Do you think telegrams supplied in that way would be regarded with more confidence by the public than telegrams supplied by the Press? I think they would, because they would be supplied under the auspices of the Government. And that is one objection to it, that people might rely upon it for that reason, when it might be incorrect.

1407. Is it the practice in your Colony to post outside the telegraph offices the arrival and departure of shipping? Yes.

1408. Do the public rely upon that? Yes; and we have complaints, if from any cause there are mistakes or omissions. People will not allow that we are not responsible. They say we are bound to be correct or not to give the information at all, and they are right.

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1409. You think the risk of supplying public intelligence would be greater? Yes.
1410. Do you not think public telegrams like that suggested, so far from being objected to by the parties having charge of the cable, should rather be encouraged by them, as having a tendency to increase the business in other respects? I think they would object to it until experience had shown what the effect of it would be.
1411. What is your experience with regard to shipping news—do you think its publication has the effect of bringing additional business? I do not think so. In fact, at some of our outports it decreases the business, but between Melbourne and Adelaide it may increase it.
1412. Is it the practice in your Colony to have the Postal and Telegraph Services combined in the country towns? The two departments are wholly amalgamated now, and with one or two exceptions the Post and Telegraph Offices in the country are combined.
1413. All under one responsible head? Yes.
1414. Do you approve of the amalgamation? I do; especially in small towns. There are some objections where the amount of business is great, and where the two duties occasionally clash—that is where the business is not sufficient to justify additional assistance.
1415. Do you find that when complaints are made, the postal duties are made an excuse for delay in the discharge of telegraph duties? Yes, frequently.
1416. Have you found any great economy to the Public Service from this amalgamation? On the whole, yes.
1417. Supposing the population of your Colony were doubled, would you be in favour of a continued amalgamation? There might be some places where it would be advantageous to separate the two offices, where there would be no economy in keeping them together; but at small country offices it is economical to have them combined.
1418. Have you any knowledge of the salaries paid to the officers in the Postal Service and Telegraph Department here? Yes.
1419. Have you considered whether they are under or over paid? I think the salaries are fair in New South Wales, with the exception of your best class of operators; they are not adequately paid in relation to their responsibility.
1420. How long does it take a person to learn the business? Very much depends upon the aptitude of the individual, but you cannot expect any person of ordinary intelligence to become expert under two or three years.
1421. He requires to be a person of some education, intelligence, and good character? Yes; and, to be a really good operator, he should have a thorough knowledge of the laws of electricity and of the construction of the instrument he is using.
1422. You have seen the operators here at work? Yes.
1423. Do they do their work quite as well as operators elsewhere? Yes.
1424. You think the salaries of the operators are as a rule too low for men who are efficient? Yes.
1425. The salaries here are higher than in your Colony, the cost of living being higher? Yes, I think they are higher.
1426. Do you find that the salaries in the Telegraph Department at Melbourne are higher than ours? Yes. My impression, from what I saw of your Estimates two or three years ago, was that your Telegraph Service more nearly approximates to ours.
1427. What is about the average salary given to Station-masters in the principal provincial towns in South Australia? From £160 to £350.
1428. *Chairman.*] With quarters? Yes.
1429. And fuel? No, only fuel for the office.
1430. *Mr. Burns.*] Has it occurred to you at all since you have been here that we require some additional hands or more messengers? I should say there are several of your offices under-manned at the present time, the Sydney office especially. But at the same time, you have no accommodation for an increased number.
1431. *Mr. Wearne.*] You stated that the Government of Victoria had requested you to limit Press messages to 1,500 words, and you did so; but as this Government did not interfere, the limitation was not applied to messages to Sydney. Had you no complaints from Sydney? No, I do not remember any from Sydney.
1432. Had you complaints from Melbourne in reference to Sydney? No, I do not remember any special complaint with regard to Sydney. I know that complaints have been made, but they have not been made officially to me; and, so far as I know, no complaints of the detention of Sydney Press messages have ever been made to the South Australian Government.
1433. Has there been no correspondence with Mr. Bennett, of the *Empire* newspaper here, in reference to delay in sending forward his messages? No, not to me. Inquiries have been made by the Sydney Office, but no request has been made by the Sydney Government to limit the length of Press telegrams.
1434. Of your own knowledge you do not know that the *Empire's* messages have been kept back? I know they have followed messages addressed to the *Herald* and Gordon & Gotch; but that was because they were handed in later.
1435. There are two lines, are there not, between Adelaide and Sydney? There is only one direct line; the other is by way of Melbourne. Finding that there was delay, in order to relieve the lines as much as possible, I suggested that we should avail ourselves of the line to Melbourne, for Sydney Press messages which were also addressed to the *Argus* or some Melbourne paper, and by way of Deniliquin. Every facility was afforded by the Victorian Department, and the messages for the *Argus* and *Herald* being sent by Deniliquin, a second message addressed to Gordon & Gotch, Sydney, would follow by the line *via* Mount Gambier; so that that gave Sydney the advantage of two lines. I would point out, though no doubt Mr. Cracknell will have already taken steps to provide it, that you very badly require another wire on the Sydney and Adelaide line, or at least as far as Deniliquin. You have now, I believe, eleven stations in New South Wales connected with the Adelaide wire between Wentworth and Sydney—formerly you had eighteen; and it frequently happens, when there is a press of business, or when there is an interruption on the Melbourne circuit *via* Albury, that Victorian business is sent *via* Deniliquin, to the exclusion, for several hours, of messages between Sydney and Adelaide. This is the more serious now that you have communication with Europe, &c. You ought to provide, without delay, for a special wire for South Australian messages.
1436. Mr. Bennett says he could not pay your Telegraph Office the amount of money he would have paid, because his messages were always delayed until the other messages were completed? The delay would have been

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C.M.G.] been much greater had the Department not adopted the arrangement just explained,—making use of the lines through Victoria for the transmission of Sydney messages.

16 April, 1873. 1437. The messages for the *Empire* were never kept back purposely? Never; they simply took their turn with the others in the order in which they were handed in. They were often handed in to the office from an hour to two hours after the message for the *Herald* and *Argus*. The minimum interval was sixteen minutes; but these sixteen minutes would really be quite as bad as an hour, supposing a message of 1,500 words to be sent by the direct line, and another of the same length to be put in five minutes later to follow it.

1438. You might have used the other line for the *Empire*? So we should, directly it was available, but, as I mentioned, the messages for Sydney were longer than 1,500 words; there were always two messages, one being received immediately after the other. Say there were 3,000 words; one-half would go by way of Melbourne by the Victorian lines, and the other by the direct line. Had we not adopted that arrangement, the *Empire* messages would have had to wait till the whole 3,000 words had passed over the direct line. I may say it is the practice to recognize news agents as the same as newspapers, and the regulation was made to apply to them.

THURSDAY, 17 APRIL, 1873.

Present:—

MR. MACLEAY, | MR. WEARNE,
MR. BURNS.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

C. Todd, Esq., called in and further examined:—

C. Todd, Esq.,
C.M.G.] 17 April, 1873. 1439. *Mr. Wearne.*] You stated, Mr. Todd, that there were two propositions from the Indian, Australian, and China Telegraph Company—one was that by paying them £20,000 we should obtain a reduction of the charges for messages to £6 10s., and the other was that by paying them £30,000 we could reduce the charge to £5—and you said you thought that the increased business on the line would soon reduce the subsidy from £30,000 to £20,000? I think that would be the result attained—that it would be reducible to that amount. The proposition is that the amount should be reduced by £400 for 500 messages over a certain number, and of course the increase of business resulting from the reduced tariff would practically reduce the amount we should have to pay in the shape of a subsidy.

1440. But you stated you thought that the business might be increased two-fold? At the very least. I think the immediate effect of the reduction would be to increase the business two-fold.

1441. And you said that we now sent—how many messages? We now send between 10,000 and 11,000 messages a year, perhaps equal to 12,000 single rate messages. I would explain that these propositions were made some months prior to the amalgamation was effected between the three Companies, and my opinion is that the Company will now be in a position to offer better terms than the British-Australian Telegraph Company could, standing alone.

1442. You say that the average number of messages sent through now is thirty per day; that would be, taking 365 days in the year, 10,950 per year. Their offer is, that for every 500 messages over 22,000 they will reduce the subsidy by £400? Yes.

1443. Then we must more than double our present traffic before we can derive a penny of advantage from the increase? Yes.

1444. Then, again, you stated yesterday you thought we should have two lines—one from Normantown, in connection with your own South Australian line? It would add of course to the security of the communication with Europe, and would perhaps make both lines more effective. I would wish to point out, as the Colonies would have to go to a considerable expense in duplicating their lines, that the object being to secure continuous communication, that object would be more likely to be secured by the Colonies subsidizing both the cables, rather than by their subsidizing one only.

1445. You said the expense of a line from Madras to Singapore would be about £400,000? Yes.

1446. What would be the cost of the line from Singapore to Normantown? I should say about £800,000.

1447. That would be £1,200,000 altogether? Yes; but there is a project for the construction of a line between Calcutta and Singapore. I believe, if I am correctly informed, that the line between Singapore and Normantown will only be made in the event of the other cable being laid between Calcutta and Singapore, so that one is contingent upon the other. The object I had in view was, that if you wish to duplicate the lines, it should be done throughout. It can be done by a line from Calcutta to Singapore, but I prefer the Madras route, as it would employ less land line where the atmospheric conditions are not favourable for working land lines.

1448. Seeing the amalgamation is on one line, what would the Colonies have to pay as a subsidy on the two lines, so as to reduce the tariff to such a rate as would induce the public to avail themselves of the lines? I should think that a subsidy of some £60,000 a year, at least, divided between the two Companies in proportion to their length of cable, would effect the object. I think that would be sufficient. You see that one Company—the Indian, Australian, and China Company—would require from £20,000 to £30,000 to reduce their rates, and a similar sum to the other Company would perhaps be sufficient to induce them to have rates equally low.

1449. And supposing the rates were reduced to £5 per message, would that be low enough for the general public? I think so. I don't think the rate could be lower than that, to be remunerative. Of course the lower the rate the better. If we wish still further to reduce the rate we must increase the subsidy. I don't think the subsidy I have mentioned would enable either Company to charge a through rate of less than £5 10s. per message.

1450. In the event of this Committee recommending that a subsidy of £50,000 be paid, how would you propose that each Colony should pay its proportion? It might be proportioned in the same manner as the Mail subsidy.

1451.

1451. Supposing we recommended the payment of a subsidy, what would you suggest should be the proportion for each Colony to pay? I think they should pay according to the number of messages received and transmitted by each Colony, or you might commence with an apportionment like the present apportionment of the Mail Service; but to apportion the payment according to the messages sent would be the best. C. Todd, Esq.,
C.M.G.
17 April, 1873.

1452. The messages sent one year would be the basis for the payment for the next year? Yes.

1453. And you think if we were to recommend the payment of a subsidy of £50,000 that the line would be laid—there would be no difficulty in the Company constructing the line? That I can't say—it depends on what their ideas are. I would suggest that it is to the interest of the Colonies generally that both cables should be subsidized, so that they might always be kept in an efficient state. The projected Company, I understand, are willing to accept a subsidy of £50,000 for thirty-five years; that would be on a capital of a million, which they would have to expend in carrying out a part only of their scheme; including the Singapore and Rangoon section, it would be £1,800,000. I think £50,000 should be sufficient to attain your object. This provides, I understand, for a cable to New Zealand.

1454. And don't you think we could have these messages (say of 100 words) free, on condition of our paying this subsidy of £50,000—could we not have, on our paying our proportion of that £50,000, this message of (say) 100 words sent through as a Government message every day, to be posted up at the different places? If you required a message of that length, you would have to pay for it at current rates in addition to the subsidy. A bi-weekly message would, I think, cost about £6,000 a year—that is £4,500 for transmission, and £1,500 for collection; and I think you would have to pay that amount in addition to the subsidy. I think the Companies would require that.

1455. We were speaking yesterday about a misunderstanding between the *Empire* and the *Herald* about the English mail telegrams—Is it possible now for there to be any delay in sending the mail messages to the *Empire* and *Herald*—is there now the same cause for complaints as to the delaying of messages? The mail messages, since the opening of telegraphic communication with Europe, have been greatly reduced; so much so that there is no pressure on the lines, and therefore no delay is likely to occur, except in the case of an interruption of the European line, when we should, no doubt, have to revert to the old state of things.

1456. *Chairman.*] Mr. Todd, I understood you to state yesterday that there is only one means of communication provided for from Singapore to India? That is at present between Singapore and Madras. There is only one line at present westward of Singapore.

1457. Are you not aware of the arrangements made by Stephens Brothers, for a line through Siam to join the Indian lines? I am, but that is only a bare scheme at present.

1458. Is there not a scheme to carry a cable from Calcutta to Singapore, by Mr. Gisburne? Yes, I believe there is, but they are only projected lines, not carried out, and the capital is not yet raised.

1459. Can they not be carried out as quickly as we shall carry our cable from Normantown? I imagine so. It all depends on the inducements offered. I understand that the Australian Colonies do not offer to subsidize that section of the line. It will greatly hinge upon the state of the money market, and upon other things.

1460. *Mr. Burns.*] Has your attention been drawn to a complaint made by Mr. Raphael, in the Assembly last night, as to some delay in the transmission of messages from Adelaide to Sydney? Without knowing the dates referred to, and having some specific statement made, I cannot give any information on the subject. If the complaint were laid before me, I would give any explanation I could with respect to any delay that may or may not have occurred. I may say that, excepting when there has been some delay in the working of the line, I know of no delays between Adelaide and Sydney. As a rule, the messages are transmitted over our section of the line to Wentworth within a few minutes. There may have been occasions when, from atmospheric causes, a message has been delayed, but the Victorian Department has afforded every facility in keeping up the communication—they have given every facility for the transmission of Sydney and Adelaide messages over their lines.

1461. Have any complaints been made to you, since we have had direct cable communication, of delays in the forwarding of messages from Adelaide? I think there were two instances of complaints about messages forwarded to the *Empire*, but the delays occurred between Wentworth and Sydney.

1462. Was the delay explained? I do not know. That would be for Mr. Cracknell to say. We transmitted the message to Wentworth, and had nothing more to do with it. Any causes of delay eastward of that would be explained by this Department—the New South Wales Department.

1463. I presume there is a great decline in the competition in getting through mail telegrams since we have had the cable? I do not think there is any competition now.

1464. But telegrams are still sent through on the arrival of the mail? Yes; I believe on the occasion of the arrival of the last mail there were some lengthy messages, but, prior to that, the messages have been very short. There has been an alteration in the mail time-table, which brings the inward steamer to King George's Sound considerably in advance of the outward steamer from Melbourne, and our branch steamer has on many occasions arrived at Adelaide subsequently to the arrival of the mail at Melbourne. Of course we wish to close our mails on the latest day.

1465. Then you have had no complaints about the transmission of telegrams by the mail, since we have had the cable? No. There is one thing I would like to explain to the Committee.

1466. *Chairman.*] We shall be glad to hear any explanation or suggestion you have to make? It is with reference to the amalgamation of the country post offices and telegraph stations. I said the system was attended with economy, on the whole, in South Australia. I think it has been attended with economy there; but what I would wish to explain is this,—that, in the majority of our country towns, the amalgamation of the two offices has, so far as the post office is concerned, been attended with increased efficiency, but certainly to some extent it has been to the injury of the Telegraph Department. But, on the other hand, the amount of telegraph business in these country towns has been such that the Government could not afford to maintain separate offices, and the post office is, on the whole, better conducted by a paid Government official than by a storekeeper. We have, therefore, been content to bear any little inconvenience or delay occasioned to the telegraph branch. And if we consider the amount of business done at each individual station in South Australia, it is not such as to cause the two departments to clash so much as they would do in places where there was a great deal more business.

1467. *Mr. Burns.*] Suppose the population were much larger than that of South Australia—as the population of New South Wales is—would not the system of amalgamation have to be greatly curtailed?

C. Todd, Esq., C.M.G. Having amalgamated the offices we should increase the staff, and perhaps lessen the economy. Economy is gained by the amalgamation; but wherever the business is great, I say that you do not save much by amalgamating the offices—or very little; and if you do, you do it at the expense of the Telegraph Office, unless you provide an increased staff. It is done, you know, in England.

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1468. Rapidity in communication is essential? Yes.

1469. And that you cannot attain when the staff have to perform double duties? No; you must have an operator always ready to do the business.

1470. The postmasters in South Australia are under your control, as well as the telegraph offices? Yes, entirely under me. Before I was made Postmaster General the Telegraph Office was entirely under my control.

1471. So that a gentleman holding the combined offices was responsible to you for both departments? Yes.

1472. Do you think the inconvenience of the amalgamated system would be greatly increased if you had not the control of the postmasters in addition to the telegraph masters? I can hardly say. It would depend on the head of the other department. If he supported me there need be no inconvenience, but any inconvenience incidental to the amalgamation of offices would be slightly increased, no doubt.

1473. Have you met with complaints of delays caused by the telegraph operators having to do the duty of postmasters? Yes; but in many places, in reply to any objections being raised on account of the delays thus occasioned, we might fairly say that "you should be thankful to have a telegraph office at all."

1474. But these townships must be very small? They are all small, with the exception of Gawler, Moonta, Kapunda, and some others. Telegraph business in these places has suffered somewhat by the amalgamation of the offices at those places, but we are getting over the difficulty by appointing an assistant operator in some instances.

Thomas R. James, Esq., examined:—

T. R. James, Esq. 1475. *Chairman.*] You have had the advantage of hearing the opinion of Mr. Todd, with regard to the necessity, in the event of a second cable being carried out from Normantown to Singapore, of continuing the line to Calcutta or Madras. He seems to be of opinion that it would be wise to carry another line to Madras, at an expense of £400,000. What are your views with regard to this matter? I believe that arrangements have already been entered into to carry a line from Singapore to Calcutta; and that being the case, I think it would give a direct means of communicating with Europe.

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1476. You think that would be sufficient? That would be sufficient.

1477. You think it would not be necessary to expend money on the cable to Madras, however better the cable to Madras might be? Considering the probability of having a direct line from Normantown to Singapore, and the direct line to Calcutta altogether independent of the present line, would be far better than running an additional line from Singapore to Madras, as this would give two distinct lines throughout.

E. C. Cracknell, Esq., recalled and further examined:—

E. C. Cracknell, Esq. 1478. *Chairman.*] Having heard the opinion of Mr. Todd, who seems to think that in the event of a second line being carried from Normantown to Singapore, it would be wise to carry on another line to Madras, at an expense of £400,000—what are your views with regard to the matter? With reference to the line between Singapore and Madras, if there were two cables over that section, you would require another route through India; whereas by going to Calcutta, or through Siam to Rangoon, you get two distinct means of communication at a much cheaper rate. No cable will be laid between Singapore and Madras without its being subsidized; but Siemens Brothers will lay a line between Singapore and Calcutta, or provide a land line from Singapore through Siam to Moulmein or Rangoon.

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1479. You think it will be carried out quite as soon as our cable from Normantown? Yes, there will be no delay.

1480. You think it is better to go to Calcutta than to Madras? I think so, because it will give us two distinct means of communication right through.

TUESDAY, 22 APRIL, 1873.

Present:—

MR. BURNS,

MR. WEARNE.

JOHN ROBERTSON, ESQ., IN THE CHAIR.

J. G. Raphael, Esq., M.P., called in and examined:—

J. G. Raphael, Esq., M.P. 1481. *Chairman.*] You are aware of the object of the Committee? Yes.
1482. And you mentioned, we observed, the other day in Parliament, that you had some statement which you desired to make, and that you moved the adjournment of the House, in order that you might have an opportunity of bringing the matter forward. Would you be good enough to give us the information you desired to lay before Parliament, in order that we may be able to deal with it, the subject to which it relates having been referred to this Committee by the Parliament? I called the attention of the House, when I moved the adjournment, to a letter which has been received from the Eastern Telegraph Company (Limited), dated London, 1st February, 1873, and signed by the secretary, Mr. Ansell.

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1483.

1483. What is the purport of that letter? The letter has reference to the remarks which I made use of J. G. Raphael, Esq., M.P. in Parliament in November last.

1484. Have you the letter? I have a copy of the letter here, and also Mr. Powell's letter.

1485. Would you be good enough to read them? Yes. (*Vide Appendix F, with enclosure.*)

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1486. Will you be good enough to state to the Committee how it happened that these letters were not exhibited to the Committee while Mr. Todd, the telegraphic principal of South Australia, and Mr. James, a gentleman holding the same position in Victoria, were before the Committee—how was it that these things were kept back until now? I took an opportunity, as soon as I received the memorandum from Mr. Powell, to call upon Mr. Bennett with regard to it; and the same afternoon that I received the letters from Mr. Bennett I called attention to them in the House.

1487. Were you not aware that there was a Committee sitting? I brought them before the House. I saw Mr. Todd sitting behind the Bar, and I read the letter to him.

1488. Were you not aware that there was a Committee sitting? I was not aware the Committee was sitting until I came to the House. You advised me to move the adjournment of the House, and I did so. I was not aware but that was the proper course.

1489. You spoke to me about moving the adjournment of the House; and I, being a Member of the Opposition, said—"Pray do not move it on a private night—if you are going to move the adjournment, move it on a Government night;" and I said that, not knowing what it was about? The only excuse I can plead is my ignorance of a knowledge of the rules of the House, and that must be my excuse for not sending them at once to the Chairman of the Committee. But I saw Mr. Todd in the House on that afternoon with Mr. Cracknell, and I produced the letter and showed it to both those gentlemen.

1490. You did not mention to me that you were going to move the adjournment of the House, in my capacity as Chairman of this Committee, but as a Member of the House? No; I asked you what was the best course to adopt.

1491. Not saying anything as to what it was about? No.

1492. And I suggested that you should not do it on a private night? That was ignorance on my part.

1493. *Mr. Wearne.*] You showed these letters to Mr. Todd and Mr. Cracknell. What was Mr. Todd's answer to you? Mr. Todd said that he would be able to explain the matter very easily.

1494. *Mr. Burns.*] I think that in the afternoon following the day when the adjournment of the House was moved Mr. Todd was examined before this Committee, and I asked him if his attention had been called to telegrams about which Mr. Raphael had moved the adjournment of the House? I think he said he knew of it, and that he had not the particulars to explain. I gave him and Mr. Cracknell also the letter to read.

W. E. Langley, Esq., was called in and examined:—

1495. *Chairman.*] I think you have had a great deal of experience of our telegraphic system? I think W. E. Langley, Esq. there is nobody in Australia has had more.

1496. You were here before we had telegraphs? Yes. The first long report I sent was the opening of the Ballarat Railway.

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1497. You have had opportunities of becoming pretty well acquainted with the whole system? Yes; I represent the Sydney Branch of the Associated Press Agency.

1498. And you have asked to come here and be heard before this Committee. Will you be good enough to say what you desire to say? I shall be happy to give you any information for which you may ask me.

1499. Please state what you have to say? There have been certain matters which, as I have heard, have been stated to the Committee by persons examined before it with regard to the working of the Telegraph Department, and with regard to the operations of the Associated Press and their arrangements, which I know to be quite contrary to the fact; and there have been statements made in the Legislative Assembly, with regard to the way in which the Press telegrams have been used by the *Sydney Morning Herald*, which I wish to refer to.

1500. Will you say what you have to say? As regards the complaints which have been made in the Press by Mr. Bennett, with regard to any monopoly desired by the Associated Press, I wish to give that as strong a denial as I can. I may state this—that as far as the *Herald*, in Sydney, is concerned, the wish of the proprietors has been that all the telegraph work should be done by the Press without the employment of any outside agency—that the Press, as far as possible, should do its own work, and be responsible to the public for the truth of the news. When it was said that Reuter was coming to Australia to establish an agency, it was then decided by the proprietors of the *Herald*, and the *Argus*, and the *Brisbane Courier*, who also promised to join, that they should continue to oppose him.

1501. To oppose whom? To oppose Reuter, as they had done before. Mr. Syme, of the *Age*, for a time promised to join, but afterwards he got into communication with Reuter, and Mr. Bennett, and himself. I tell you Mr. Syme's statement to me in Melbourne after he came back. Mr. Syme went Home to secure a monopoly of Reuter's telegrams, and Mr. George went Home in the same steamer for the Associated Press. Mr. Syme had an offer of Reuter's telegrams made to him for a certain amount, which he considered absurd. The offer was afterwards made to Mr. George, and Mr. George accepted it. Mr. Syme told me that it was then his intention to join the Associated Press if he got in at anything like a fair price. I said that the proprietors of the *Herald* wished all to join, and shortly afterwards I came back to Sydney I spoke to Mr. James Fairfax, who was then publishing circulars to all the newspapers in the Colony, asking them all to join, and an offer was made at a very low rate, considering that £4,000 net had to be paid to Reuter—not for any monopoly of any line, but for conveying telegrams to Java for the Australian Associated Press; he was to send a daily telegram to there and bear all expenses of transmission to that point, but all other expenses from there to here were to be defrayed by the Australian Associated Press. I suggested to Mr. James Fairfax that although the *Empire* people had not joined us in the past, but on the contrary from what had been done since 1862, when they, to some extent, served a firm I was connected with as telegraphic agent, badly, I did not care to have anything more to do with them; that was when they went over to Greville & Bird in 1862.

1502. Who? Messrs. Hanson & Bennett. I came up from Melbourne expressly to inquire what was wrong with our arrangements here, and I found that they were in the hands of Greville & Bird, and I remained.

W.E. Langley, Esq. remained. I said to Mr. James Fairfax—"I think Bennett will join. If we are going to offer to the Country Press, and if Bennett will join, I think that it would be as well that we should offer it to him." He said—"We have had no communication with Mr. Bennett for twelve or thirteen years; but, if you wish, you can go and see Mr. Bennett." I waited upon Mr. Bennett and explain to him the arrangements that had been made, and expressed a wish that it should be general. He said—"I should have no objections to join, but can I have a voice in the management?" I told him that I could not say positively as to that; but I thought that there would be no difficulty about that if he bore an equal share. I told him that if he liked to pay an equal share of the costs with other papers that were in he could join; and I said—"I will give you an answer from Mr. Fairfax." He said—"If I can get in at anything like a fair price I will join." I said—"If that is so, I think the matter can be arranged." He said—"I do not like to go down to the *Herald*, for it will look like running after them. Will you name any place where I can meet Mr. Fairfax?" I told Mr. James Fairfax what had passed, and he went to Mr. Bennett's office and saw him. I understand that an arrangement was to be made, but Mr. Bennett required that the *Evening News* should be supplied in advance of anything else. I suggested to Mr. Fairfax that if that were so, he might do it on the same plan as the Associated Press of America, where if telegrams are published first in an evening paper, no matter who publishes them afterwards, they are charged to the papers which have the priority of publication—to the papers which receive them first. I thought that very fair; but Mr. Bennett wanted the same advantages for the *Evening News* as for the *Empire*, and if a telegram came through during the day he would require that it should be published in the *Evening News* first. That, I believe, terminated the negotiations.

1503. What do you mean by the Associated Press? The Associated Press is represented now by the two Adelaide papers.

1504. What two Adelaide papers? The *Register* and the *Advertiser*.

1505. *Mr. Burns.*] Are they all the daily papers? There are the two daily papers. Then there is the *Argus*, the *Sydney Morning Herald*, and the *Brisbane Courier*. The *Brisbane Courier* pays so much, and has the whole right for Queensland.

1506. *Chairman.*] What do you mean by the whole right? The whole right of supplying the telegrams to the other papers, at whatever rate they arrange, to recoup themselves part of the cost.

1507. Then the Associated Press is four or five newspapers? No. It also includes all the papers in New Zealand. Mr. Vogel, when up here, made an arrangement to join.

1508. Has Mr. Vogel power over all the newspapers in New Zealand? At the time that Mr. Vogel was up — I do not know whether you are aware of the fact, but the Government of New Zealand were in the habit of supplying telegrams themselves.

1509. To the whole of the Press of New Zealand? Until there was a row about it.

1510. What was the nature of the row? A telegram, if I remember rightly, which should not have gone at all to the Government, was supplied to a Member of the Government by one of the officials in the Telegraph Department. It was seen by a Member of the Government, who supplied it to a pet paper of his own at Wellington. The message was sent from the Bluff, and Mr. Barton, barrister-at-law, who was formerly a resident here, exposed the affair in the *Otago Times*, and had to defend a libel action about it.

1511. *Mr. Burns.*] You mean Mr. G. B. Barton? Yes.

1512. *Chairman.*] When you speak of the Associated Press, you mean two newspapers in South Australia, one in Victoria, and one in Sydney? No. All the daily papers in Melbourne have joined it.

1513. You did not say that before? You did not ask me about Victoria.

1514. You said the *Argus*? The *Argus* originally entered into the arrangement with Reuter. The *Age*, the *Argus*, the *Daily Telegraph*, and, I believe, nearly all the papers in the country; Geelong, Ballarat, Bendigo, and Castlemaine, I can speak positively about. As regards this Colony, the papers connected with the Associated Press for the supply of ordinary telegrams, irrespective of the English telegrams.

1515. We are talking about the English? There is the *Maitland Mercury*, the two Mudgee papers, and the *Herald* here.

1516. *Mr. Burns.*] How many papers altogether in the Colonies are in connection with the Associated Press? I believe I am speaking within bounds when I say that there are from sixty to seventy. If I had a list, I think it would be seen that there are more.

1517. *Chairman.*] You say that this contemplated arrangement with Mr. Bennett was broken off in consequence of the *Evening News*: had not the *Herald* at the same time an evening paper? No.

1518. It had not? It had not.

1519. You say that the proposal made to the *Empire* was, that if they used the news for the evening paper, they were to pay the whole expense of such news? No; but that is what I suggested to Mr. James Fairfax.

1520. Was that agreed to? No; Mr. Bennett would not agree to pay anything extra.

1521. Would Mr. Fairfax? Mr. Fairfax, I believe, suggested to Mr. Bennett that if he wanted a telegram of that kind he should pay for it irrespective of the morning papers' telegrams. I may tell you that prior to that time, two South Australian papers were publishing evening papers also; and it was then arranged, before any offer was made to Mr. Bennett, that no parties should take the telegrams for their evening papers,—for this reason, that any agent down there could do the same as Longston has been in the habit of doing.

1522. Who is Longston? He is the gentleman who makes up what are called the mail telegrams for the *Empire*—telegrams which are made up in Adelaide. If the telegrams were published in the evening papers, what advantage would it be for the morning daily papers to have them at all? It was to stop the publication of the telegrams in the evening papers at the first place at which they arrived that this arrangement was entered into.

1523. One of the objects of this Associated Press was to stop the news, after it had been brought to the Colony by public lines, from being published? Decidedly not. The object at which the Associated Press aimed was this,—that what they obtained at great cost should not be stolen by parties who did not intend to pay anything.

1524. I only ask you for information. You mean this,—that if the news arrived in Australia—some news of great importance, coming along Governmental lines of telegraph—if this news arrived in Australia, it might be at 8 o'clock in the morning, it would not be published until the next morning? That would be entirely a matter of arrangement between the parties interested themselves.

W.E. Langley,
Esq.
22 April, 1873.

1525. It should not be published in an evening paper? If the evening papers then being published liked to arrange to get a telegram up to a certain time of the day, and to pay the expenses of that telegram, they would have had it, and could have it still; but it would be unfair that the proprietors of the morning papers should have to pay for it.
1526. *Mr. Wearne.*] Is it not uncertain at what time a telegram would arrive? Most uncertain.
1527. *Chairman.*] Then if an evening paper joining in this arrangement would have to forego all these rights until the morning paper had published, no evening paper could join in this Associated Press? An evening paper can join by paying for what it would have the prior use of.
1528. But a morning paper would not pay for this priority? No, not for news previously published.
1529. Why should an evening paper be asked by a morning paper to pay for prior right: supposing that I have an evening paper, I could not join the Associated Press? You could if you liked to pay for the telegrams you got through.
1530. But I could not join with the morning papers with this Associated Press. It ought to be called the Associated Morning Press, as far as I can understand you? You wish —
1531. I do not wish anything. I do not care two-pence about it one way or other? Your ideas of an Associated Press are —
1532. My ideas are not in question; you have not come here to give evidence as to what my ideas are? From the questions which you ask me, I do not consider that it would be fair, and I do not think that any right-thinking man would consider it fair—merely for the sake of making your evening paper, of giving it a position, a better position than the other papers—that the great majority of the papers should pay for giving you a prior right.
1533. I am afraid you misconceive what I mean. I want to know this: If a man starts an evening newspaper here, could he join this Associated Press, so that he might publish these telegrams on their arrival, in the same way in which the morning papers can publish theirs? He could have the telegrams to publish at the same time that all the other papers published.
1534. How could he when he published in the evening and they in the morning—how could he? He would get them at the same time as the others.
1535. Then he might publish in the evening. Suppose a telegram arrived at 9 o'clock in the morning, would the Evening Press have an opportunity of publishing it? I do not think so.
1536. Then surely the designation of this Australian Associated Press is wrong? I do not say so.
1537. It is only an Associated Morning Press? At present it is.
1538. Could it be other than that? It could.
1539. The Evening Press could not publish the telegrams? It could if the Evening Press would bear half the expense of telegrams for the privilege of publishing in the evening, and the Morning Press the other half for the right of publishing in the morning.
1540. That is not done? The offer has not been made.
1541. Therefore it is clear that this is an Associated Morning Press;—how can it be an Associated Press when a message cannot be published in an evening paper? It can be what you would call an Associated Press if they like to pay their fair share—their fair proportion of the expense.
1542. What would be their fair proportion? Say one-half.
1543. With only one evening paper and fifty morning papers? If there is only one evening paper, I can scarcely imagine that the rights of all the other papers are to be set aside.
1544. I merely want to know whether an evening paper can associate with this Associated Press? Yes; but not to get rights which the morning papers do not possess.
1545. I wish you would show me how an evening paper could get anything whatever? I consider it only fair that the *Evening News* should pay their fair share.
1546. Never mind the *Evening News*? Or any evening paper that will republish in the evening what it did not pay for, and what other papers pay for, ought to pay their fair share.
1547. That is another question; it is not what I am asking you at all. Here is a message that arrives at 9 o'clock in the morning, to what you call the Associated Press; you say that that message cannot be published in the Evening Press? I do not say that.
1548. What did you say? I say that if they pay their fair quota of the expense it can.
1549. What would be their fair quota? I should think that if they got half the advantages —
1550. With fifty other morning papers? Precisely; if they got half the advantage, they ought to pay equally.
1551. *Mr. Burns.*] When you speak of evening papers coming into the Associated Press, what you mean, I think, is that the Association has to provide the expense of collecting this information, of getting it either from Reuter or his agents, and that this involves a large expenditure? It does.
1552. And if there is an evening paper which desires to come in, it may come in, but that an evening paper which desires an evening telegram must bear some additional expense, because of the priority it would obtain? Yes.
1553. What advantage would they get, if any, by association? An evening paper—presuming they were prepared to pay—that all things, as far as the charges were concerned, were satisfactorily arranged—would have this advantage: they would have all the news published in the United States, in England, and wherever Reuter had a line or an agency. But if the proprietor of an evening paper worked singly, he would have to collect his news by his own agents.
1554. *Chairman.*] He would have that, but would he have it to publish in the evening paper before the morning paper? I presume so, all other things being arranged, that is, providing he paid what they considered fair.
1555. Half of the whole? That is what I consider fair—half of the whole cost for half of the privileges.
1556. The arrangement would probably be that he would have to pay one-half of the whole? I cannot say as to that.
1557. It is what you have said? No. What I stated was what I considered fair.
1558. Would it not be better to stand off from this Associated Press, and take the telegrams from the Morning Press? That is as to whether he would consider it right to take what other people paid for.
1559. Is there a copyright in this case? It is believed so.
1560. Do you believe so? I believe the opinion of the best lawyers in England was taken on the subject.
1561. Do you believe so? There is a copyright as far as American Press telegrams are concerned.
1562. Is there one here? Not that I know of.

- W.E. Langley, 1563. You believe there is one? I believe there is a copyright.
Esq. 1564. Tell us on what you found your belief? I have heard that questions have been asked in England, and I believe there is a case reported in the law books which goes to show that newspaper matter is copy-right—that you have no more right to use it than a book of which I am the author.
- 22 April, 1873. 1565. How is it that the morning Press here who have complained so much have not used their common law right? That is another question. People may have rights, and not rush into a Court of law to vindicate them.
1566. Then there is really no ground of complaint—If these gentlemen who think they have a copyright chose to prosecute, they have the means of prosecuting themselves? That is a matter for them.
1567. Do you know of any monopoly exercised by Reuter in the transmission of telegrams from England? Decidedly not. Monopoly does not exist; and the best proof of that is in the fact that I remember on one occasion the *Empire* got news through ahead of Reuter's telegram.
1568. Only on one occasion? Once or twice; I know of one case, and I believe there have been more.
1569. *Mr. Burns.*] I believe that a considerable sum is paid to Reuter for acting as agent to the Associated Press? Not exactly for acting as agent, but for supplying telegrams delivered at Java.
1570. From all parts of the World? Yes; from all parts of the World, delivered at Java.
1571. And acting generally as telegraphic agents? Simply as telegraphic agents. Reuter's Company is paid for nothing but for work performed in the shape of supplying news.
1572. *Mr. Wearne.*] For sending the telegrams? Paid for sending and conveying the telegrams to Java.
1573. *Mr. Burns.*] Do you know whether they have any control over the lines at any point beyond their own? No. As far as Reuter is concerned, he has sold his rights, and the business is now in the hands of a public Company.
1574. Have they got any monopoly or any privilege in sending telegrams which gives their messages priority to the messages of anybody else? No.
1575. It is a matter of open competition and expenditure of money? Quite so.
1576. *Chairman.*] Have they not a large number of shares in one of these cables? I do not think so. I think, if you will look at the list of the directors of Reuter's Company and the list of the Java Company, you will not find a single name on the one list that you will find on the other. The undertakings are quite separate and distinct. Reuter had certain privileges for laying down one cable between the Hague and the coast of England, which I think he sold.
1577. *Mr. Burns.*] Was your attention drawn to the circumstance that Mr. Raphael moved the adjournment of the House some day last week, complaining of the delay in the transmission of telegrams between Adelaide and Sydney? I remember seeing something of it.
1578. Do you remember anything about it? I remember the circumstance of a complaint made by the *Empire* people of their message having been delayed. They boasted that they got their message direct from Adelaide, while we had to get ours second-hand from the *Argus*.
1579. *Chairman.*] Whom do you speak of when you say "ours"? The Associated Press.
1580. *Mr. Burns.*] Referring to those particular telegrams, have you heard any reason of the delay? The main line was interrupted. We did not get our telegram direct. Our telegram was repeated on from the Melbourne *Argus*.
1581. And you were earlier in consequence? Yes. Mr. Fairfax's instructions were that our message should come on direct.
1582. *Chairman.*] Mr. Fairfax—Is he the manager? No, he is not.
1583. How does he give instructions then? As the only person who pays for the news to this Colony.
1584. Is there any manager in Sydney? I do not know that there is. I am in charge of the agency in Sydney.
1585. How was it that you did not give the instructions, instead of Mr. Fairfax? I sent a telegram about it. Mr. Fairfax wished his telegrams to come on direct in that way.
1586. You are General Manager of the Associated Press Company? All the arrangements are in my hands here.
1587. *Mr. Burns.*] That is, for New South Wales? For New South Wales.
1588. Has your attention been turned to the question of having a public telegram at the expense of the Government—a telegram giving the price of all important commodities—posted at the different stations? Yes.
1589. What do you think of it? Irrespective of what might be done by subsidizing the cable, and thus reducing the cost of messages, I think it would be a most unwise thing for the Government to have anything to do with newspaper work.
1590. *Chairman.*] What do you mean by newspaper work? The getting of telegrams which newspapers could make use of.
1591. That question was not asked of you—you were asked about public telegrams posted at particular stations? But certain newspapers might get hold of them.
1592. *Mr. Burns.*] What is your opinion of having a public telegram at the expense of the different Governments, giving information about the prices of produce in which the Colonies are concerned, giving the changes in the markets—what is your opinion about such a telegram being supplied by the Government at all stations in common to everybody at the public expense—what do you think of a system of that kind? I think it is rather Quixotic. While it would be interfering with the business of the merchant, it would be reducing the income of the Telegraph Department.
1593. Would it lessen the income to the Telegraph Department? I think it would. If telegrams of that kind came through for a time and were known to be reliable, merchants would not need to have telegrams sent out to them; it would be stale news to them.
1594. But do you not think that merchants might act upon information of that kind, and give instructions for forwarding goods? All others would do the same.
1595. Would it not breed business? I do not think so.
1596. Do you think that the publication of the arrival and departure of ships has had the effect of lessening business in the Telegraph Department? To some extent.
1597. But is it not recouped? I do not think so. If these telegrams did not come out, most of the merchants and other persons interested would send and have a telegram sent out here.

1598. Would it be to the public interest if the Government were to discontinue giving that information about the arrival and departure of ships which they give at the offices now? No; that is a matter of convenience to the general public. W.E. Langley,
Esq.

1599. Do you not think that a telegram with regard to prices would be another matter of convenience to the public generally? I do not think that it would be to the same extent. In one case you are taking the news over your own lines, but here you would have three parties interested to deal with. 22 April, 1873

1600. Have you ever heard it stated that the publication of shipping information, as it is now published, has decreased the receipts of the Telegraph Department? I have not heard it stated, but I think it would.

1601. You think that a public telegram would have the same effect? I think it would. If the information did not come through about the arrival and departure of shipping, persons would send down special telegrams, perhaps six to one.

1602. Is it not a matter of immense public convenience? It is. But those having business transactions with England whom it would interest are a mere handful.

1603. Would it not be of interest to the mercantile community, as a whole, to know that wool has advanced a half-penny a lb? Only to those immediately interested.

1604. Would it not affect the whole interest of the Colony? I do not think so.

1605. How is it that you get information of that kind now? I do not think that the commercial news comes through to the *Herald* as often as would suit the interests of that paper now. The *Herald* has to supply news for all classes, but I look upon it that their principal customers are the mercantile community. I believe if the charge for telegraphic information from England were reduced, it would be for the benefit of the public generally as well as of the Press.

1606. Suppose the charges were reduced one-half, would the business be doubled from that? I do not think that it would be doubled, but I think that it would be largely increased; and I take as a proof that it would be so, the effect of the reductions which have been made on the telegraph lines in the Colonies.

1607. Within the Colony? Wherever it has taken place it has led to a largely increased business.

1608. Are you aware that it has doubled since the reduction of 50 per cent. in Victoria? It has.

1609. And the same in South Australia? Yes.

1610. And the same effects will follow here? I believe the reduction to a shilling, which you moved for, will largely increase the business.

1611. You are in favour of subsidizing the cable, in preference to getting telegrams through at the public expense? Yes.

1612. But a telegram at the public expense would in itself be a subsidy to the cable? Yes.

1613. But you would prefer a money subsidy? I should.

1614. With any condition as to the reduction of charges? Most decidedly.

1615. To what extent should a reduction of charges be made to affect the business? I should say that they ought to be reduced one-half.

1616. Have you heard mercantile men say that the reason they do not telegraph so much to England is the uncertainty of the communication? I have not heard any remark of that kind made. Those who have large business connections in England do, generally speaking, use the cable pretty freely.

1617. Do you think that if we had a duplicate cable and reduced charges we should have a larger business? Certainly. A single line like the Java cable, and laid where that cable is, over a coral bottom, can never be depended on for a great length of time.

1618. Is not that a reason why the business has not been so large? It has to some extent interfered with it, since the time telegrams came on here from Galle to Sydney.

1619. *Mr. Wearne.*] Have you anything else to communicate? I understand that there have been charges of unfairness made against the Telegraph Department here—that statements have been made that the officers of the department act prejudicially to the interests of the *Empire* and other papers, and in favour of the *Herald*. To this I can say positively no; and I think I have sent more telegrams than any person in Australia, and have had more to do with it. I have thought that if there has been a tendency in the Telegraph Department at all in favour of one paper more than another, it has been a tendency in favour of the *Empire*.*

1620. *Chairman.*] You think there is a tendency? No; I have found them strictly impartial. At one time I fought both against Greville & Bird, and the *Argus* and *Herald*, and I first sold to Mr. Fairfax in Sydney in 1862 the right to receive Gordon & Gotch's messages. Mr. Fairfax said—"You can go on in opposition to us if you like; and whenever you beat us we will pay you half the expenses, and leave you the free use of your telegrams for country papers. I remember about that time a telegram of Gordon & Gotch's was surreptitiously obtained from the mail steamer at Port Phillip Heads, and it came through to Sydney prior to the *Herald's* message. What became of that message of Gordon & Gotch's was not known until it was found to have been published by the *Empire* as Reuter's. I have sent messages to different papers both here and in Victoria, and if there had been any unfairness I should be likely to know of it.

1621. Why, you might be a favourite? If the officers of the Telegraph Department were paid servants of the *Herald*, it would not pay them to have two favourites.

1622. And you are inclined to think that they are paid servants of the *Empire*? Decidedly not. I believe there is the strictest impartiality.

1623. The strictest impartiality, inclining to the *Empire*? No; I said I once thought that if there was any tendency at all, it was to favour the *Empire* more than the *Herald*. As this question of telegrams has been so often brought before the House, I wish to state to this Committee that for eight years I have had to do with telegrams in the *Herald* office, and on no occasion has the publication of a telegram been stopped or suspended for a moment longer than was necessary to get the news through, for any purpose whatever; nor during that time, do I believe a member of the firm —

1624. A member of what firm? Messrs. Fairfax & Sons. Nor do I believe that a member of the firm ever received the telegrams or saw them until they saw them in type. Sometimes when persons have come into the office to inquire after their friends, questions have been asked. The telegrams never went into the proprietor's room at all. They were taken into the overseer's room, where I and he wrote them off.

Our

* NOTE (on revision) :—My reason for thinking so was that I heard that on several occasions Ministers were applied to interfere in the mail telegram arrangements of the department.

W.E. Langley, Esq. Our instructions were, as soon as the most important items came through to post them outside the office, and that was invariably done. If the messages came through during the day, I do not believe I ever left the room from the time they began to come through until they were finished; so that so far as anything leaking out was concerned, it could not come through either of the parties who had charge of the telegrams, and I do not think that any information could have been given by the proprietors of the *Herald* to any parties outside. As regards the changes in the English markets,—on one occasion Mr. James Fairfax came up to ask some question. I said—“If this news is true, there would be a capital chance to make more thousands than many would care to lose.” He turned round and said—“Don’t say a word about it. If the news is important post it outside at once; if not, let it go up-stairs, and do not let any person see it until it is published.” If any information went to persons outside, it must have gone either through myself or Mr. Brewer, and on no occasion did we leave the office until the telegram was out of our hands and in type. Knowing all the facts, I am in a position to say that the charge of the proprietors of the telegrams using the telegrams to serve their private ends is not true. I can give a positive denial to it.

22 April, 1873.

1625. Did you ever hear that charge—I never did? I did, in the Assembly.

1626. *Mr. Burns.*] As to the fall of copper? There have been worse than charges—insinuations you cannot always publicly repudiate.

1627. *Mr. Wearne.*] Are there any other matters to which you would refer? I think that is the only matter. I do not know whether Mr. James spoke to you with regard to the importance of the Telegraph Department here having an additional staff, such as they have in Melbourne—one to begin the business early in the morning, and another to carry it on until night. It would obviate a good deal of delay and trouble if one staff began at 9 in the morning and left at 3, and another lot should go on at 3 and stay until 8, or until whatever time the line was clear.

1628. *Mr. Burns.*] They have not had a staff sufficiently large? They have not.

1629. They have had a sufficient number of messengers? Not at night. I have sometimes had to wait a long time at night while the boy was going round to all the Government Offices with messages. There is only one night messenger.

TELEGRAPHIC COMMUNICATION.

APPENDIX.

[Handed in by E. C. Cracknell, Esq., 17 January, 1873.]

A 1.

COMPARATIVE Statement, showing the amounts received for Telegrams during the years 1863 to 1871.

Year.	New South Wales.			Victoria.			South Australia.			Queensland.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1863	29,599	0	0	25,768	0	0	8,695	0	0	5,666	0	0
1864	29,678	8	4	30,601	0	0	11,341	0	0	7,118	0	0
1865	31,362	5	5	35,767	0	0	11,735	0	0	13,382	0	0
1866	32,290	0	9	36,178	0	0	12,413	0	0	15,281	0	0
1867	30,017	18	7	29,148	0	0	12,673	0	0	15,460	0	0
1868	30,964	8	4	31,058	0	0	11,223	0	0	17,070	0	0
1869	32,774	15	11	34,183	0	0	11,722	0	0	18,424	0	0
1870	32,037	18	10	33,145	0	0	10,649	0	0	17,210	0	0
1871	32,664	12	11	36,941	0	0	11,025	0	0	19,079	0	0
	£281,389	9	1	*£292,789	0	0	£101,476	0	0	£128,690	0	0

* Less Government Messages.

Amount collected in New South Wales, from 1 January to 31 July, 1872	£25,212	14	10
Do. Victoria do.	24,521	17	10
Population of New South Wales	503,981,	2	April, 1872
Do. Victoria.....	731,528,	2	April, 1872

[Handed in by E. C. Cracknell, Esq., 29 January, 1873.]

A 2.

Electric Telegraphs,
Sydney, 9 December, 1872.

Sir,

I am in receipt of your letter of the 26th ult., B/4474, having reference to certain proposed Postal and Telegraph arrangements at Mudgee, and am desirous of stating that the present Telegraph Station-master has had charge of that station for eleven years; and, as he has performed his duties satisfactorily, I think that, whatever alterations are made, the claims of this officer should not be overlooked.

The residence attached to the office is quite as necessary for a Telegraph Station-master as the Postmaster, the hours of attendance of the former being from 8-30 a.m. until sometimes 10 and 11 p.m.; and when the salaries were first arranged it was understood that the quarters should form part of the salary, which I consider a valid reason for not depriving Mr. Aldwell and his family of the privilege he has enjoyed for so many years.

The amalgamation of the Post and Telegraph Office at Mudgee will work very much to the prejudice of the Telegraph Service, and I strongly advise that, if the offices are under one roof, that they be so divided as to admit of the duties of the one being carried on so that they will not interfere with those of the other, as I find in cases where the instruments are placed in the same room as the Post Office they suffer from the dust, &c., brought in with the mail bags, and it is almost impossible to work a Telegraph Station satisfactorily when the attention of the operator is taken off from his instrument so repeatedly; for the sale of stamps, delivery of mails, and other postal requirements, to say nothing of the distraction caused during the stamping of letters, rendering it difficult to hear the station calls or to transcribe from the instrument with accuracy. These interruptions are very severely felt at Tamworth, Deniliquin, Wagga Wagga, Tenterfield, and other places.

In places where the amalgamation of the duties of Post and Telegraph Office has to be performed by the same officer, they never work well, as the operators are too much tied to the one to be able to give sufficient attention to the other; and the same complaint is universal throughout Victoria, where the amalgamation has been sufficiently tested to show that a radical change must be made with a view to the separation of the two offices. In our own Colony—take, for instance, the Tamworth Station—the officer there is also Line Repairer, and should be available for that work; but when the line is interrupted, Mr. Beckett cannot be sent out in consequence of postal duties, and a stranger has to be procured. The lines are, in consequence, down for hours longer than there is any necessity for, to the detriment of the Service and annoyance to the public; and when the lines have to be repaired by unskilled hands, they are liable, and do give great trouble in their daily working.

I have given this matter of late considerable attention, and as it is one which must prove and is daily becoming of grave public interest—*i.e.*, whether we are to have an efficient Telegraph system or one crippled by the exigencies of another public department for which it has no affinity, or whether it is to be carried on, as in England, America, and on the Continent of Europe, under administration of its own, and managed by professional officers who have been specially trained for the purpose, such as the late Mr. Cully and Mr. Preece, in England, and Messrs. Stager and Orton, in America; M. Ailhaud, in France, and Major-General Chauvin, in Prussia.

In support of these views upon this important matter, I cannot do better than refer to the fact that in Austria, Prussia, and several of the European States, the Telegraph has passed through the ordeal of being worked under the Postal Administration, but in every instance where it has been tried it has proved a failure, and each State has now a separate and distinct Telegraph Service. Reference to the Annual Report of the Director-General of Telegraphs in India (Colonel Robinson), dated July, 1871, will not be uninteresting.

The experiment of placing both Post and Telegraph Offices under the Postmasters at minor stations, which naturally commends itself at first sight, especially to those who are ignorant of the difficulties in practice, was tried at Mussorie and at Mynee Tul.

These stations presented marked facilities for the experiment. At each the Postmaster was of European birth, mature age, considerable experience of mankind, much respected, and apparently with plenty of leisure to devote to the small duties expected of him. They willingly accepted the trust, in the fulfilment of which they foresaw no difficulty. They had merely to maintain discipline, prepare and sign returns, and to take heed that the signallers were attentive to their duties.

Simple as this appeared to be, and well calculated to be economical, the experiment failed, and failed signally, as the Director-General of Post Offices had foreseen it would.

There is no economy, for the rent of houses large enough to contain both establishments was higher than the aggregate rents of the two smaller houses. There was no saving in Establishment. The postal duties of the Postmaster rarely left him leisure to spend an hour or two in the Signal Office. His lack of technical knowledge left him powerless to advise or assist in the adjustment of the instruments, and for the same reason he failed to secure the proper respect of the signallers under him.

The fact is, the two duties are totally dissimilar, and to endeavour to combine them is as extravagant as to yoke together a race-horse and a cart-horse. It is only at the very small offices that the work is so light that one man could attend to both. As a rule, the Telegraph and Post Office employes are everywhere fully employed, consequently if the two duties are combined under one head there must still be two men to perform them, and one, if not both, must be paid a higher salary than he would receive for performing the least important work in consideration of his extra knowledge and qualifications. It is obvious that under such conditions economy becomes impossible.

The good principle of division of labour is destroyed, and there is nothing as a set-off.

In almost every Country in Europe the commencement of the State Telegraph has been subordinate to the Post Office. In each case it has failed. It is now being tried in England; but although England is but a small place, where no line exceeds 500 miles, and where extraordinary resources are always available, it does not give satisfaction, and its early divorce from the Post Office is already foretold.

The rapid strides which telegraphy is making throughout the World, and the increasing wish of the public to make it universal, will in a few years result in wires being provided for every place of business, and electricity will be as common as the supply of water and gas; but this can scarcely be hoped for here if the department is made subservient to another which cannot be expected to foster so great and growing an opponent.

As regards the economy of combining the two duties at important stations, there is none; the same number of hands have to be employed as in the Telegraph Offices at such stations as Bathurst, West Maitland, Newcastle, Deniliquin, Goulburn, and many others, the Station-masters are fully occupied, and the amalgamation only increases the difficulties of management, without corresponding benefit; excuses for non-attendance to telegraph calls are frequently being made, and the Post Office is often made the scape-goat for many a delinquency which cannot be traced, so that the whole telegraph system is upset, and the business of the entire circuit detained sometimes an hour or more, without the slightest chance of punishing the offender.

At line-repairing stations, such as Wellington, Sofala, &c., where one man only is employed, matters are still worse. The duties are to keep the lines in repair, their stations extending from 60 to 80 miles; since the office of Postmaster has been thrust upon them they have not been able to keep the lines in order, and are not available as they ought to be when the lines are broken, but must trust to any one they can get to repair the damages. In many places no one can be hired at any price, and the wire is rendered useless for days, the man who is employed and paid for this work not being able to leave his station, as the Post Office must be attended to and cannot be entrusted to strangers.

The desire is becoming general for cheap telegrams, and the tendency in this Colony is in favour of a further reduction to one shilling; but this cannot be done unless additional wires and increased accommodation are provided, as the work at the present tariff is more than can be transmitted by the lines now in operation.

In conclusion, I would remark that, however much I may wish to work the amalgamation of the Post and Telegraph Offices where practicable, yet still I feel it my duty to lay the above reasons before the Honorable the Postmaster General, so that the efficiency of this department may not be impaired.

E. C. CRACKNELL.

The Secretary, General Post Office, B.C.

P.S.—No doubt the meaning of the expression in Colonel Robinson's report, in reference to the length of lines in Great Britain is, the shortness of the circuits. Sub-offices on separate lines can be inexpensively established, and Mr. Scudamore, the present Director General of Telegraphs in England, says:—"To put sub-offices in circuit with through lines could therefore have but the effect of clogging the lines, diminishing their carrying capacity, and delaying the work. Subordinate lines have consequently been provided in almost every case for the service of subordinate officers."

With this system the minor offices could be worked by our offices for the combined duties, as the delays through postal arrangements would not be so seriously felt, but in India and these Colonies the lines are too long, and the cost won't be too great to provide separate wires for this purpose.

If the proposed plan of combining the postal and telegraph systems is to be adopted, it must be quite clear that it will work much better by giving the telegraph officer the postal duties, with sufficient assistance, as a skilled head of the office must be of greater service in managing a station, than by placing a man in the position of manager who does not possess the class of information required for the proper arrangement of circuits, testing for faults, adjustment of instruments, and other technical knowledge so essential for maintaining discipline, and which knowledge cannot be expected from ordinary operators. Men who are possessed of professional knowledge will not submit to the dictation of those who are not their equals in that respect, and if urged will lead to insubordination, and increase the difficulty of management.

The increasing importance of telegraphy to every community demands professional skill to keep pace with it successfully; this cannot be attained except by encouraging the youth of the Country to make the science their study, which can scarcely be expected if the highest position is nothing but that of a mere operator placed under the direction of a country postmaster.

I also contend that it is quite as necessary for the Telegraph Service that its officers should reside on the premises, as for the Post Office. A telegraph officer should, if possible, be in call at all times, but where expense is an object, the next best step is to place the station-masters in such a position that they can be called at any moment by preconcerted signals, such as a bell circuit, which is only practicable by providing a residence; in fact, the increased work of late could not be carried on if the officers lived away from their stations.

The Mudgee Station has three lines leading into the office, from Wellington, Dubbo, Gulgong, Sydney, and Bathurst, and from Murrurundi, which requires two instruments in addition to the necessary switching apparatus, and the officer has to be in attendance for twelve hours and a half, and sometimes fourteen and fifteen hours, daily.

I find that in Victoria skilled operators are appointed as postmasters (with a few exceptions), and in these cases the ordinary postmasters had to serve a term of from three to six months' probation in the head office, but they were not able to perform the telegraphic duties, and experts had to be appointed in consequence.

The amalgamation of the post and telegraph offices has in very many instances worked to the injury of the department. The following case might be quoted as an example, where a delay of nearly an hour occurred between Coolah and Cassilis through the station-master at the latter place being engaged with the mails, and was thus unable to receive a very important telegram from a person at Coolah requiring medical aid, and in a very serious case, which nearly resulted in death, in which every moment was of the utmost importance; and this is but an isolated case out of the number daily occurring, causing very general dissatisfaction in the working of the Telegraph system.

As regards the rent now paid by the Post Office Department, the interest on the additional outlay for increasing the accommodation to the buildings would be nearly equivalent to the rent now paid in most places, and I do not think it should be considered a saving.

E. C. CRACKNELL.

[Handed in by S. Bennett, Esq., 5 February, 1873.]

B 1.

The following instances amongst others are complained of, as cases in which unfair preference has been shown to Reuter's messages:—

That on Monday the 9th November, at 11:30 a.m., message was lodged in London for *Empire*.

That on same day, but at a later hour, viz., 1:30 p.m., similar message was lodged in London for *Herald*.

That on November 11th *Herald* published said message, while *Empire's* message, although lodged before *Herald's*, was only delivered to that paper on following day, so that *Herald's* message was published twenty-four hours in advance of message for *Empire*, lodged two hours before it.

That on November 15, at 1:4 p.m., a message was lodged in London office for *Empire*.

That

That on November 16, at 6:30 p.m. (that is, about thirty hours after the *Empire's* message had been lodged), a similar message was lodged for *Herald*.

That the *Empire's* said message did not come to hand in time for publication, before the 18th, that is, three days after it was lodged in London, while the *Herald's* (lodged thirty hours later) was published on same day.

That on November 16, at 11:30 a.m., message was lodged in London for *Empire*.

That on same day, but at a later hour, viz., 3:45 (four hours and a quarter after *Empire's* message), similar message was lodged for *Herald*.

That the *Empire's* message was not received until the 18th at 9:50 a.m., and therefore could not be published until the 19th, while the *Herald's* message, lodged upwards of four hours afterwards, came to hand on the 17th, and was published on the 18th, thus anticipating the *Empire's* earlier message by twenty-four hours.

That on Thursday, December 26th, at 6:15 p.m., a message announcing Captain Gray's death was lodged in London for *Empire*, and that on same day a message of similar import was lodged for *Herald*.

The message for *Empire* did not come to hand until Monday, December 30, while that for *Herald* came to hand on Friday, December 27, and was published in that journal on Saturday 28th, thus giving papers employing Reuter's Agency, in this as in other cases, forty-eight hours precedence in publication of messages.

[Handed in by S. Bennett, Esq., 7 February, 1873.]

B 2.

Copy of Memorial addressed by Proprietor of *Empire* and *Evening News* to the Intercolonial Conference of Delegates from the several Australian Colonies now assembled in Sydney.

The Memorial of Samuel Bennett, Newspaper Proprietor and Publisher, Sydney, sheweth:—

That your memorialist, as proprietor of the *Empire*, *Evening News*, and the *Australian Town and Country Journal*, is, in common with many other newspaper proprietors in Australia, subjected to what he cannot but think that the subjoined statements prove to be vexatious delays, disappointments, and exorbitant charges, in obtaining cable messages from England; and, for the sake of justice, and of the public interest, as concerned in the transmission of telegraphic news from the Mother Country and from Europe generally, your memorialist requests the favour of your attention to the undermentioned facts:—

1. The cost of the transmission of a message of twenty words, including address, between Sydney and Port Darwin, a distance of three thousand miles, is 24s. From Madras to London, a distance of 7,500 miles, the cost is £2 4s., so that for 10,500 miles, the cost is only £3 8s.: while from Port Darwin via Singapore to Madras, being less than 3,000 miles, including divergences, the cost is over £6. And those sections between Port Darwin and Madras, or parts of them, are (or are represented to be) under the virtual control of Reuter's Company, exercising an influence on the British Australian Telegraph Company. This great disparity in the charges seems to be accounted for by the fact that Reuter & Company are receiving from the *Melbourne Argus* and the *Sydney Morning Herald*, calling themselves the Associated Press, the sum of £4,000 annually (equal to 4 per cent. on £100,000), apparently as a bonus paid to them for raising the charges on messages for the public and for other papers to what is virtually a prohibitory sum.

2. Not only are the charges exorbitant but messages are frequently delayed, to the great disadvantage of your memorialist and others, and for the benefit of the so-called Associated Press. Messages for your memorialist, lodged in London, are not delivered in Sydney, in many cases, until from twenty-four to forty-eight hours after messages lodged in London, at a later hour, for the so-called Associated Press, have been delivered. (For specified instances, please see Appendix A.)

3. In explanation of the course of proceedings by which this result has been brought about, your memorialist calls attention to the facts here stated:—

- (1.) Before the completion of the Port Darwin cable, Reuter & Co. sent an agent (Mr. Collins) to India, with instructions to proceed to Australia and make arrangements with the newspapers in this Country for supplying them with the news of the World. Mr. Collins, accordingly, on the 10th May, 1871, wrote from Bombay a circular letter to the newspaper proprietors of Australia, informing them of the purpose of Reuter's Company to establish a daily service of messages, declaring the resolution of the Company "to open a branch on an early date at Melbourne," and to maintain "perfect impartiality towards all subscribing journals"; and stating that "no paper will be excluded from the right of joining the service." Mr. Collins also said "I shall leave by an early mail for Melbourne." (See Appendix B.)
- (2.) Notwithstanding this letter, which induced the proprietors of papers to withdraw from other arrangements which they had entered upon with the view of securing messages from England on completion of the cable, Mr. Collins was suddenly recalled to England without visiting Australia.
- (3.) It transpired that certain steps taken by the proprietors of the *Melbourne Argus* and the *Sydney Morning Herald* had the effect of intercepting him, they improperly representing themselves as authorized to act for the Australian Press generally, and in that assumed capacity undertaking to enter into an arrangement for receiving Reuter's messages, which arrangement made it unnecessary for Mr. Collins to proceed on his intended mission to Australia.
- (4.) This is proved by Mr. Collins's circular letter—suppressed by those to whom it was entrusted for delivery—dated Bombay, 22nd August, 1871 (see Appendix C), in which he says—"I am instructed to inform you that the Directors of the Company in London have—in full assurance that they were acting in accordance with the wishes of a majority of the Colonial Press—concluded arrangements with the proprietors of the *Melbourne Argus* and *Sydney Morning Herald*." In proof that the *Herald* did not act as the representative of the New South Wales Press, it will be sufficient to state that your memorialist, the proprietor of the only other daily papers in this Colony, was entirely ignorant at that time, and for many months afterwards, of the steps taken by the *Herald* and the *Argus*. He has also the strongest reason for believing that all the other Australian journalists were kept in like ignorance. So that the representations which led Reuter & Co. to believe that, in dealing with the *Argus* and *Herald*, "they were acting in accordance with the wishes of a majority of the Colonial Press," were quite at variance with the truth.
- (5.) So far from fairly representing the wishes or the interests of the majority of the Australian Press, it is evident that the proprietors of the *Melbourne Argus* and of the *Sydney Herald* have been endeavouring to secure a monopoly of a great public institution, the Telegraph; and for this end have applied to the Legislatures of South Australia, Victoria, and of New South Wales, with temporary success in the first two instances, to enable them to reap the fruits of this monopoly. Prohibitory charges on messages between Port Darwin and Madras, to prevent other journals getting news for themselves from Europe, and Telegram Copyright Acts, to prevent those journals from using the messages sent to the two favoured papers, would enable the Associated Press to triumph in the secure enjoyment of their unjustly acquired monopoly. But looking on the Telegraph as a great national institution, it is hoped that the Legislatures of these Colonies will not consent to any measure for conferring exclusive use of that institution upon any particular journals.

4. To show the manner in which journals not included in the so-called "Associated Press" have been dealt with, your memorialist further submits the following facts:—

- (1.) It was stated to him, as an inducement for his joining the so-called Associated Press—or rather, to induce him to take their telegrams at their own price—that Reuter's power over the cable line was such that no other telegraphic agent could hope to compete with him.
- (2.) Your memorialist's agent, a gentleman promptly despatched to London on your memorialist being made acquainted with the agreement entered into by Reuter with the Associated Press, found on his arrival there that what had been said relative to the power of Reuter's Company to control the transmission of cable messages was not an empty boast. (See correspondence, &c., with Reuter's Secretary.—Appendix D.)
- (3.) Messages sent from London for your memorialist have been delayed, as threatened. (See Appendix A.)

(4.)

(4.) This (Reuter's control of the cable) was admitted, if not avowed, in letters, and at more than one interview between your memorialist's agent and Reuter & Co.'s manager, Mr. Griffiths.

5. The use which the favoured proprietors made of their exclusive arrangement with Reuter & Co. is seen in the correspondence between Messrs. Fairfax & Sons and your memorialist, of date 22nd March, 26th March, and 4th April, 1872. (See Appendix E.) First, Messrs. Fairfax & Sons make this offer:—"For the consideration of £600 per annum, payable monthly in advance, we offer you for the *Empire* all the advantages which will be possessed by the Australian Associated Press." In his reply, your memorialist said—"Will you kindly inform me if I am correct in supposing that, if I agree to pay the amount mentioned, I shall be entitled to receive the telegrams immediately on their reaching Sydney, direct from the Telegraph Office, and be at liberty to use them at once, in any way that I choose, that is, for publication in either the *Empire* or *Evening News*, according to the time of their reception. If this is so, I shall, so far as I can judge at present, be prepared to come to an arrangement such as you indicate." To this, Messrs. Fairfax & Sons replied—"It has been made a condition in the other Colonies that only morning papers can be dealt with. This being the case, we are precluded from entertaining any propositions respecting the *Evening News*." This is the manner in which the so-called Associated Press carry out the avowed intention of Reuter & Co., whom they had succeeded in leading to regard them as representing the Australian Press! Reuter & Co. assure us that "no paper will be excluded from the right of joining the service." The self-styled "representatives of the Australian Press," to whom Reuter & Co. had entrusted the carrying out of their agency, permit such papers only to participate in cable messages as they choose to select; while the journals excluded from participating are practically prevented by the influence of Reuter's Company in the management of the British Australian Telegraph Company from having messages by any other agency.

6. Your memorialist has at great expense made arrangements for receiving regular messages by cable. In several instances messages which he has every reason to believe were duly lodged in the proper office in London have never reached him, and many of those which have come to hand have been so long delayed in transmission as to be useless when received.

7. Your memorialist need not point out that great public injury and inconvenience, as well as private wrongs, are involved in the condition of things of which he complains, and he ventures to hope that you, gentlemen, as the duly authorized Representatives of the Governments of the several Colonies of Australasia, may be able to adopt such measures as will prevent the continuance of the evils which he has specified in this memorial.

APPENDICES.

(A.)

The following instances amongst others are complained of as cases in which unfair preference has been shown to Reuter's messages:—

On Monday, the 9th November, at 11:30 a.m., message was lodged in London for *Empire*. On same day, but at a later hour—viz., 1:30 p.m.—a similar message was lodged in London for *Herald*. On November 11th *Herald* published said message, while *Empire's* message, although lodged before *Herald's*, was not delivered until following day, so that *Herald's* message was published twenty-four hours in advance of message for *Empire*, lodged two hours before it.

On November 15th, at 1:4 p.m., a message was lodged in London office for *Empire*. On November 16th, at 6:30 p.m. (that is, about thirty hours after the *Empire's* message had been lodged), a similar message was lodged for *Herald*. The *Empire's* said message did not come to hand in time for publication before the 18th—that is, three days after it was lodged in London, while the *Herald's* message (lodged thirty hours later) was published same day.

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On Thursday, December 26th, at 6:15 p.m., a message announcing Captain Gray's death was lodged in London for *Empire*, and on same day a message of similar import was lodged for *Herald*. The message for *Empire* did not come to hand until Monday, December 30th, while that for *Herald* came to hand on Friday, December 27th, and was published in that journal on Saturday 28th, thus giving papers employing Reuter's agency, in this, as in other cases, forty-eight hours precedence in publication of messages.

(B.)

Reuter's Telegram Company (Limited), Eastern Branch.
Central Office, Elphinstone Circle,
Bombay, 10 May, 1871.

To the Proprietor of the *Empire*.

Sir,

Enquiries having been made by some of the leading colonial papers regarding the future telegraphic services of this Company, when the British Australian cable shall have been completed between Port Darwin and Java, and direct communication thus have been established between Great Britain and the Colonies, I take this early opportunity of notifying to you the intentions of the Directors.

I am authorized to inform you that, from the date of the line being made available for traffic, a daily service of messages will be commenced, whereby will be transmitted a *resumé* of all important European and American political, financial, and general information, special prominence being given to such news as may directly affect European residents in all parts of the Colonies.

The interests of the Australian Press will be most carefully respected, and in order to ensure the efficient representation of the Company, it has been resolved to open a branch on an early date at Melbourne, under the management of a gentleman thoroughly conversant with the system adopted at the numerous agencies in Europe and the East between which telegraphic communication has already been established.

It is confidently believed that the facilities enjoyed by the Company for the speedy collection and rapid despatch of news from England, the Continent, and America, are such as will enable them to conduct a comprehensive telegraphic service, whose efficiency will be found to compare favourably with that of any similar organization, and I am authorized to state that it is the intention of the Directors to avail themselves of those facilities to the utmost. It is their earnest desire to supply, on a complete, yet economical system, telegrams interesting and important to every class of newspaper readers. *Perfect impartiality will be displayed towards all subscribing journals, and no paper will be excluded from the right of joining the service.*

The well-known efficient management of the Company's business in Europe, during a long course of years, will, it is believed, be considered a guarantee for the fulfilment of their undertaking, the support of which I have now the honor to solicit.

The preliminary organization of the Australian service having been entrusted to myself, I shall leave by an early mail for Melbourne, accompanied by the permanent agent, and on my arrival I trust to have the pleasure of supplying you with further detailed information as to the Company's intentions, into which it would now be premature to enter. In the meantime, any communication from you to the above address shall receive my prompt attention.

I am, &c.,

HENRY M. COLLINS, Manager.

(C.)

APPENDIX.

5

(C.)

(The Suppressed Circular.)

Reuter's Telegram Company (Limited),
Bombay, 22 August, 1871.

To the Proprietors of the
Gentlemen,

With reference to my circular letter of the 10th May last, copy of which was forwarded to your address, I am now instructed to inform you that, since that date, the Directors of the Company in London have—in full assurance that they were acting in accordance with the wishes of a majority of the Colonial Press—concluded arrangements with the proprietors of the *Melbourne Argus* and *Sydney Morning Herald*, whereby the telegraphic service from Europe will, after direct communication has been established, be conducted on behalf of those journals as representatives of the *Australian Press*, instead of through the medium of a special agency at Melbourne, as was originally proposed.

I now, therefore, beg to withdraw my former letter on this subject, and have the honor to request that reference regarding terms of subscription, and the management of the service generally, may be made to the officers of the above-mentioned papers, from which every particular may be obtained.

Your most obedient servant,
HENRY H. COLLINS, Manager.

(D.)

To the Secretary of Reuter's Telegram Co.

London, 14 May, 1872.

Sir,

I notice, in a paragraph published in the *Standard*, that your Company has made an arrangement with the "leading Australian newspapers" for supplying them with telegraphic intelligence.

As the representative of a newspaper proprietor in one of the Australian Colonies, I beg to state that a circular reached us in the early part of last year, stating that your Company would be represented in the Colonies by a gentleman who, it was understood, would be prepared to make arrangements. Resting upon this assurance, nothing was done, and subsequently we have been led to believe that your Company has given an entire monopoly of your valuable agency to two or three of the leading newspapers of the Colonies.

I shall be glad to know if this is the case, because up to a certain point all other newspaper proprietors have been left out, and only very lately have been indirectly invited to join with those who report that they have secured the sole right to your telegrams, to the exclusion of any other newspaper.

I wish to point out that the establishment with which I am connected has been taking your English telegrams for years past, through your acknowledged colonial agent; and to pass us by, or to hand us over to rivals, is as unfair as I submit, that it is, from a business point of view, impolitic.

It is impolitic, because the monopoly of your telegrams is virtually in the hands of the leading journals representing each one Colony; whereas the other town and country journals would be your customers according to necessity. The sum claimed for participation in your telegram by this second-hand arrangement proves to the writer that the origin of the plan was to secure an undue and most improper advantage,—the offer, rather too tardily made, being accompanied by conditions which render acceptance next to an impossibility. I shall be glad to learn if your Company is open to make arrangements with other than the alleged leading journals of the Colony or Colonies, and regret that I was so uninformed that I was not aware until to-day that the *Australian Cable Agency* would become exclusively controlled by the action of your Company.

The favour of an early reply will oblige,

Yours, —

Reuter's Telegram Company (Limited),
24, Old Jewry, London, 16 May, 1872.

Sir,

In answer to your letter of the 14th instant, I beg to inform you that it was certainly contemplated by the Company to establish a regular branch office for the Australian Colonies, but it was afterwards, for various reasons, considered preferable to make an agreement with the leading papers represented by the *Melbourne Argus* and *Sydney Morning Herald*. This agreement does not constitute a monopoly, and I believe it to be open to any newspaper in the Colonies to receive the telegrams upon contributing to the expenses of the service; at the same time the Company, however, is necessarily precluded from entering into arrangements for supplying news direct to your paper.

Yours truly,
FREDERICK J. GRIFFITHS.

Reuter's Telegram Company (Limited),
24, Old Jewry, London, E.C.,
15 July, 1872.

Sir,

In reply to your letter of the 13th instant, I can only repeat the answer given to you formerly in regard to the arrangements made by this Company, for the supply of news to Australian papers. It was not intended that any paper should be excluded from the use of our news, but as the proprietors of the *Argus* of Melbourne, and the *Sydney Morning Herald*, have taken in hand the entire pecuniary responsibility of the service, it is but right, in our opinion, that they should make such subsidiary arrangements with the papers as will secure equally to themselves the usefulness of the news.

I shall be happy, however, to do all in my power to bring about an amicable and satisfactory arrangement.

Yours truly,
FREDERICK GRIFFITHS,
Secretary.

—, Esq.

Extract from letter from Memorialist's London Agent, relative to interviews with Manager of Reuter's Company.

London, 4 October, 1872.

S. Bennett, Esq.,
Dear Sir,

During the month I have kept at it with a desire to accomplish something certain. Fortune has favoured us, for so long as the line is silent we have time to work up a plan of operations, and I have had a heap of letters, besides interviews, &c. On the day the last mail left, I again called upon Griffiths of Reuter's, and had a long conversation with him. He contended that the Company had done all they could to get at the wishes of the colonial Press. I contended otherwise, and produced your printed circular pointing out that Mr. Collins had not communicated with you as to having conferred agency on *Argus* and *Herald* as representatives, and that you had been kept quite in the dark, until the *Herald* and *Argus* had concluded an arrangement securing a positive monopoly, inasmuch as it was left to them to make terms with those who had by a fiction been supposed to concur.

Mr. Collins, who was present working at a desk, and who had been silent, joined in the talk, and said that he had sent the circular to the leading journals. I asked him pointedly—"Did you send one to the *Empire*, *Evening News*, or *Town and Country Journal*?" I said, "Clearly understand me: I do not question anything you have done, or omitted to do, either as individuals or as a Company. Do as you please; but pray let us be truthful and exact; because, if you sent the circulars, indirect,

or

or upon the supposition that some one else would forward them, the blame is not with you, and must rest with some person who has either been neglectful or dishonest, and I incline to the latter view of the matter."

He said he sent them to some one in the Colonies, but could not say who. I therefore conclude that the circulars were suppressed.

This was my grievance with Reuter,—that they had lent themselves to monopoly, and indirectly to dishonesty.

Mr. Griffiths got rather stiff as he found he was slightly cornered, and asked me what complaint I had to make against his Company. I said "No complaint—I do not complain at all; but I wish you to see that you have been led to believe that you were making an arrangement with the Colonial Press, while in fact you have only arranged with two or three papers, and that the whole thing is a transparent sham."

He said "You (*Empire* and *Evening News*) could join if you liked." I showed him that you (proprietor of the *Empire* and *Evening News*) had expressed your willingness to join and pay, but that you had been refused for the *Evening News*. This he thought quite right. "Why," said he, "should an evening paper take the wind out of the sails of the morning papers?" I replied that he had served my point, because it was quite clear that the public were to be deprived of telegrams except at the option of an established London Company, and that the two together could effectually burk news for twenty-four hours; while if our plan had been followed of publication upon arrival, the morning papers could issue extras, and the public would have been, as the public must be, properly served, monopoly or no monopoly. I asked him what the *Echo* or the *Evening Standard* would be without afternoon telegrams, and why they (Reuter's) supplied those papers as rivals to the morning papers. I said—"Do you think the London public would stand being kept twenty-four hours without news to suit an interested combination, and why should the people of New South Wales stand it?" He denied the analogy, and talked of the *Herald's* circulation, until I told him that the *Evening News* enjoyed a circulation as large if not larger than the *Herald*.

He deprecated printing circulars such as yours, as being calculated to increase bad feeling, and said, "You know, Mr.—, an engagement is not made for ever, and we will do our best to bring about a better understanding." I left Mr. Griffiths with a notion that he intended to work every way against you and in favour of his colonial allies, but he was as respectful as so important a person could be to your representative. He was quite civil, and had he been a degree more stupid would have been almost dignified. I left Mr. Griffiths with my veneration for humbug considerably increased.

I am, &c.,

(E.)

22 March, 1872.

Samuel Bennett, Esq., *Empire* Office,—

Dear Sir,

Referring to a conversation our Mr. J. R. Fairfax had with you in January last, we beg now to lay before you a proposition which we think may be considered fair, taking into account the advantages to be derived from such an arrangement.

Our offer on behalf of the Australian Associated Press is to supply the *Empire* daily morning journal with telegraphic intelligence, in such a manner that the telegrams may appear simultaneously in both morning journals.

For the consideration of £600 per annum, payable monthly in advance, we offer you for the *Empire* all the advantages which will be possessed by the Australian Associated Press, viz., Reuter's Telegram Associated messages, colonial and inter-colonial telegrams, as published in the *S. M. Herald*.

We may mention that, after commencing operations with Reuter's Telegram Company, should there be any long interruption between the receipt of messages, say of weeks or months, a certain percentage will be allowed to the proprietors of the *Argus* and ourselves, and you with others subscribing would have a proportionate allowance.

Should you think favourably of our offer, we shall have pleasure in waiting upon you with respect to the delivery of messages and other matters of detail.

Yours faithfully,

JOHN FAIRFAX & SONS.

26 March, 1872.

Messrs. John Fairfax & Sons,—

Dear Sirs,

In reference to your offer on behalf of the Australian Associated Press, will you kindly inform me if I am correct in supposing that, if I agree to pay the amount mentioned, I shall be entitled to receive the telegrams immediately on their reaching Sydney, direct from the Telegraph Office, and be at liberty to use them at once in any way that I choose, that is, for publication in either the *Empire* or *Evening News*, according to the time of their reception. If this is so, shall, so far as I can judge at present, be prepared to come to an arrangement such as you indicate, without, however, binding myself to do so until fully informed on the above points, and other matters of detail, which latter can, I think, be best explained in a personal interview, as you suggest.

I may state, to prevent any possible misunderstanding, that if the telegrams are not to be available for the "*Evening News*" immediately on receipt, supposing they reach Sydney in time for that paper, I should decline the proposed agreement as wholly unsuitable to my interests.

I remain, &c.,

S. BENNETT.

Messrs. Fairfax & Sons replied as follows:—

4 April, 1872.

Dear Sir,

In reply to your favour of the 26th ultimo, we beg to say that the proposition we made to you on behalf of the Australian Associated Press was, to furnish you with telegrams for publication in the *Empire*. Our agreement with the proprietors of those journals who have already promised to subscribe in the neighbouring Colonies prevents our making any arrangement whereby they may be anticipated in the publication of telegraphic news from Reuter's Company; the main object of the Associated Press being that the news shall be published simultaneously as early as possible throughout the Colonies.

The offer we made to you is to put the *Empire* in as good a position as the *Herald* in the matter of telegraphic news. For the credit of the morning journals, it cannot be expected that their conductors would have them anticipated in their telegraphic intelligence by papers published in the evening.

It has been made a condition in the other Colonies that only morning papers can be dealt with. This being the case, we are precluded from entertaining any proposition respecting the "*Evening News*."

Possibly you may reconsider our letter of the 22nd ultimo. Should you do so, an interview on the subject may result in mutual advantage.

We remain, &c.,

JOHN FAIRFAX & SONS.

Samuel Bennett, Esq., *Empire* Office.

[Handed

APPENDIX.

[Handed in by E. C. Cracknell, Esq., 12 March, 1873.]

C 1.

RETURN showing number of word in each Telegram received as English Mail News, from January 11th, 1868, to 31st December, 1870, for the *Herald* and Gordon & Gotch.

Date.	Where from.	No. of words each Telegram.	Total No. of words.	Date.	Where from.	No. of words each Telegram.	Total No. of words.	
1868.				1869.				
January 11	Adelaide	839	3,275	August 30	Adelaide	1,572	3,316	
		936						1,744
		1,500		Sept. 27	Do.	1,750	3,673	
February 10	Do.	1,730	1,730			1,923		
March 17	Do.	1,387	2,791	October 25	Do.	1,612	3,262	
		1,404						1,650
April 13	Do.	1,471	3,122	November 23	Do.	1,560	2,984	
		1,651						780
May 13	Do.	1,512	3,122	December 20	Do.	480		
		1,610				164		
June 8	Do.	1,500	3,000			650	3,914	
		1,500						1,500
July 6	Do.	1,500	3,480	1870.		1,764		
		1,500			January 18	Do.	1,597	3,374
		430				1,777		
August 4	Do.	1,500	3,030	February 16	Do.	1,500	3,445	
		1,530						445
September 1	Do.	1,606	3,106	March 13	Do.	1,391	3,084	
		1,500						1,693
Do. 27	Do.	1,651	3,509	April 11	Do.	1,500	3,000	
		1,858						1,500
October 27	Do.	1,545	3,191	May 9	Do.	1,500	3,900	
		1,648						1,500
November 23	Do.	1,580	3,004			500		
		1,424						400
December 21	Do.	1,433	3,258	June 4	Do.	1,500	3,550	
		1,825						1,500
1869.				July 4	Do.	330	3,917	
January 19	Do.	1,505	3,197			220		
		1,692			August 3	Do.	1,698	3,708
February 15	Do.	1,578	3,007			2,010		
		1,429			Do. 29	Do.	1,844	3,731
March 16	Do.	1,381	2,941			1,887		
		1,560			Sept. 24	Do.	540	2,902
April 14	Do.	1,362	3,041			862		
		1,679			October 24	Do.	1,500	
May 10	Do.	1,013	4,413			550	4,484	
		1,500						1,500
		1,900		November 21	Do.	1,500	3,000	
June 5	Do.	1,474	3,121			1,500		
		1,647			December 19	Do.	923	4,079
July 5	Do.	919	4,023			1,500		
		1,516					1,656	
		1,588						
August 2	Do.	766	3,699					
		1,383						
		1,550						

C 2.

COPY OF TELEGRAM.

Memo.

Sydney.

From Adelaide Station at 7 hr., p.m., 28 February, 1873.

From C. Todd, Esq., South Australia, to E. C. Cracknell, Esq., Sydney.

Am not aware of any official correspondence restricting Press messages to Sydney to 1,500. Since it came into force with Melbourne, and as a matter of fact, no restriction has been placed upon Press messages to Sydney; but, for some time past, under arrangement with Melbourne, Press messages to Sydney have had the advantage of two wires.

C 3.

C. Todd, Esq., Adelaide, to E. C. Cracknell, Esq., Sydney.

24 February, 1873, 12:30.

I send you detailed statement showing times at which Mail Press messages have been handed into this office, for transmission to Sydney, since beginning of January, 1871. You will please observe that in all cases the *Empire's* message was handed in some time after the *Herald's*, the maximum interval being 2 hours and 50 minutes. In November, 1871, the *Herald's* messages were sent from King George's Sound ready prepared, landed at Glenelg by their special boat, and despatched to Adelaide by special messenger, whilst the *Empire* messages appear to have in nearly all cases been either written or printed after arrival of mail, being often cut out of Register. Their messages were always transmitted in order of reception.

C. TODD,
P.M.G. & Supt. E. Telegraphs,
Adelaide.

1871.

January 17.—*Empire's* message 1 h. 45 min. after *Herald's* message. Cut out of Register.
February 15.—*Empire's* message 1 h. 35 min. after *Herald's* message. Cut out of Register.
March 14.—*Empire's* first message, of 400 words, 45 min. after *Herald*. Second message, of 300 words, 1 h. 55 min. after *Herald*. Showing that the message was compiled in Adelaide; in fact, cut out of Register.
April 10.—Greville & Co's. message 46 min. after *Herald*. Cut out of Register.
May 11.—Greville & Co's. message 41 min. after *Herald*. Register Summary.
June 1.—*Empire* first message, of 228 words, 1 h. after *Herald*. Second message, of forty-five words, written by Longson, compiled in Adelaide, 1 h. 37 min. after *Herald*.
July 29.—*Empire* message 33 minutes after *Herald*. Summary Register.
August 25.—*Empire* message 35 minutes after *Herald*. Register Summary.
October 23.—*Empire* message 1 h. 20 min. after *Herald*. Written by Longson.
November 25.—*Empire* message 2 h. 50 min. after *Herald*. Register Summary.
December 21.—*Empire* message 1 h. 15 min. after *Herald*. Register Summary.

1872.

January 18.—*Empire* message 1 h. 10 min. after *Herald*. Register Summary.
February 13.—*Empire* message 44 min. after *Herald*. Register Summary.
March 12.—*Empire's* message 1 h. 18 min. after *Herald*. Register Summary.
April 6.—*Empire's* message 40 min. after *Herald*. Register Summary.
May.—*Empire's* first message, of 160 words, 1 h. after *Herald*. Second message, of sixty-seven words, 1 h. 13 min. after *Herald*. Third message, of eighty-two words, 1 h. 20 min. after *Herald*. Fourth message, 168 words, written by Longson, 1 h. 48 min. after *Herald*.
July 25.—*Empire's* first message, of 263 words, 1 h. 5. min. after *Herald*. Second message, of 320 words, 1 h. 30 min. after *Herald*. Register Summary.
August 23.—*Empire's* first message, 600 words, 1 h. 1 min. after *Herald*. Second message, 996 words, 1 h. 29 min. after *Herald*.
September 19.—*Empire's* first message, thirty-five words, 1 h. after *Herald*. Second message, 1,104 words, 2 h. 34 min. after *Herald*.
October 18.—*Empire* message 55 min. after *Herald*, 222 words. Register Summary.

C 4.

General Post Office.

Minute.

Mr. Bennett complains that Mr. Cracknell told him that, no matter what time his messages arrived, he should not have them before the *Herald*. Is there any truth in such a statement?—G.A.L., 23/11/72.
The Supt. E. Telegraphs.

Answer to above minute.

In reference to the last paragraph of this minute, Mr. Bennett must have known, when he made such a statement, that he was uttering a deliberate and premeditated untruth. I deny that I ever made such a statement to Mr. Bennett, or any other person, in or out of the department, and challenge him to prove it. This, however, is only on a par with his reckless and unwarrantable publications in reference to this office, which should be received with the greatest caution.—E. C. CRACKNELL, 26/11/72.

C 5.

Sydney, 6 March, 1873.

My dear Cracknell,

There appears to have been no official letter addressed to you from this office requesting that Government telegrams should be received before Press messages.

Yours faithfully,
HENRY HALLORAN.

E. C. Cracknell, Esq.

C 6.

Telegram per "Benaries" *Empire* and *Herald*.

Electric Telegraph Department, Sydney.

Minute Paper.

Messrs. Hanson & Bennett have applied to me for a written statement concerning a message from Melbourne to the *Herald* on the arrival of the "Benaries."

The message in question was from the *Herald's* Melbourne correspondent, and not their joint agent, and addressed to the *Herald* only; but, in case the *Herald* should give permission to the *Empire* to share in the telegram, I had a duplicate copy made, which I kept in the office; but during the time the message was coming through, I applied to one of the Messrs. Fairfax (but which one I cannot distinctly remember) whether I should give the duplicate copy to the *Empire*. The reply I received was, "No!!!"

As this is a communication intended for publication, I have considered it my duty to place the matter before you, previous to making any statement in writing.—E.C.C., 10/2/60.

I called on Messrs. Hanson & Bennett, and found they were both out, but I left a message with their clerk that I had seen you upon the above matter, and they must apply officially to the Commissioner for the information required.—E.C.C., 10/2/60.

Seen.—B.W.M., 10/2.

60/193. Hanson & Bennett requesting to know by whose authority the telegram news per "Benaries" was withheld from them, it being alleged to be the joint telegram of the *Herald* and *Empire*.—11/2/60.

Wrote Hanson & Bennett, 10/2/60.

APPENDIX.

9

C 7.

Electric Telegraphs,
Sydney, 25 November, 1872.

Sir,

The articles which have appeared in the *Empire* of late—more especially the leader in to-day's issue—being of a nature prejudicial to the interests of this department, and reflecting very severely on the officers engaged in working the lines, I deem it my duty to respectfully request that the Government will be pleased to cause an immediate inquiry into the working of the Telegraph Department, in order that an opportunity for refuting the charges made by the proprietors of that journal may be afforded.

I have, &c.,

E. C. CRACKNELL,

Supt. E. Telegraphs.

The Secretary, General Post Office.

C 8.

TABLE showing the amount of money received from the Telegraph Department in each year, from its commencement, up to the year 1872. The amount expended per year, during the same period, for working the establishment, exclusive of erecting new lines, but including repairs and renewals on each line.

Year.	Yearly receipts.			Yearly cost of working the Establishment, including all repairs and renewals to lines.		
	£	s.	d.	£	s.	d.
1858	1,932	19	9	2,260	9	7
1859	7,826	0	10	4,646	9	9
1860	12,136	13	2	9,408	12	4
1861	16,542	8	9	12,915	15	4
1862	25,513	9	8	16,780	7	5
1863	29,599	0	0	20,449	3	9
1864	29,678	8	4	22,085	1	7
1865	31,362	5	5	21,310	11	9
1866	32,290	0	9	24,506	18	9
1867	30,017	18	7	28,308	16	3
1868	30,964	8	4	27,040	9	3
1869	32,774	15	11	28,128	12	0
1870	32,037	18	10	29,830	0	0
1871	32,664	12	11	30,908	19	4
1872	46,924	6	7	31,520	0	0
Received	392,265	7	10	£310,100	7	1
Expended	310,100	7	1			
	£82,165	0	9	Excess of Receipts over Expenditure.		

A. A.

Telegraph revenue for the year ending 1871, as compared with the same period in 1872, also showing number of messages.

Year.	No. of Messages.	Amounts.
1871	218,530	£32,664 12 11
1872	335,822	£46,924 6 7

COMPARATIVE Statement of Revenue for the first seven months, ending 31st July, 1872. Victoria and New South Wales.

Victoria	£24,521 17 10
New South Wales	£25,212 14 10
Population of Victoria	731,528. 2nd April, 1871.
Population of New South Wales	503,981. 2nd April, 1871.

COMPARATIVE Statement of Telegraphic Lines in Victoria and New South Wales, showing their extent in each Colony, and total cost, with relative cost per mile:—

In Victoria, 4,000 miles of wire cost £330,000, being at the rate of £82 10s. per mile.
In New South Wales, 6,034 miles of wire cost £210,000, being at the rate of £34 14s. per mile.

C 9.

Telegram from T. R. J., Adelaide, to E. C. C., Sydney.

Melbourne, 12 March, 1873.

TELEGRAPH Revenue, 1872, £42,700; expenditure, £40,570.

C 10.

Mr. J. R. Miles to The Superintendent of Electric Telegraphs.

Booking Department,
Electric Telegraph Department,
Sydney, 4 March, 1873.

Sir,

I beg respectfully to inform you, that I never knew an instance, in the many years I have had the honor to be connected with this department, that a message addressed to the *Empire* was ever delayed by being kept in the bag of the messenger all night. In fact, I may mention that the officers in my department have always used their best endeavours to have messages delivered to the *Empire* without a moment's delay; and I know of my own knowledge that this has been the case, as far as lay in their power, with the messengers at their disposal, for years past.

I have, &c.,

J. R. MILES,

B.C.

C 11.

Telegram from Mr. R. O. Bourne to The Superintendent of Electric Telegraphs.

Brisbane, 6 March, 1873.

THERE were several other messages lodged in Cardwell before Merlin to Bennett. Lines in North were working badly on that day—much repeating. Do you require any further information?

C 12.

Telegram from W. H. Burrell, South Australia, to P. B. W., Sydney.

Adelaide, 6h., 18 January, 1873.

Please see message Longson to *Empire*, and explain to *Empire* that Longson's statement is not correct; arrangements were made immediately for securing circuit to-morrow evening. Telegram sent to you requested similar arrangements to be made; not the slightest difficulty was raised by this office.

Telegram from P. B. W., Sydney, to Mr. W. H. Burrell, South Australia.

Empire much annoyed at Longson's message—says fault ours. What is meaning of this? Longson should explain that he meant his message to apply to your department, as all our arrangements perfect.

Telegram from J. Croft, Adelaide, to P. B. W., Esq., Sydney.

Adelaide, 10 p.m., 18 January, 1873.

See the heading of Longson's first message. I cannot see him to-night. Will give Mr. Burrell your mem. on Monday.

Telegram from Burrell, South Australia, to Mr. W., Sydney.

Adelaide, 3 h. 20 min., 20 January, 1873.

Longson's telegram does not apply to your department in any way whatever; his second telegram was an apology which I demanded of him for the misstatement respecting Adelaide arrangements, which he sent to *Empire* in first telegram. Sorry there should have been any misconception. Your arrangements were thoroughly satisfactory.

C 13.

Telegram from T. R. James, Melbourne, to P. B. W., Esq., Sydney.

30 January, 1873.

Re Galloway to Town and Country Journal. Sender not a recognized correspondent on Press service, therefore charged full rate—cannot well alter now—books closed.

[*Handed in by Thomas R. James, Esq., 3 April, 1873.*]

D 1.

LOCAL AND INTERCOLONIAL BUSINESS.

STATEMENT showing the Victorian and Intercolonial Business, for the years 1869, 1870, 1871, and 1872.

	1869.		1870.		1871.		1872.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* Between Victorian Stations	194,991	£ s. d. 24,154 7 8	363,332	£ s. d. 22,921 18 9	430,290	£ s. d. 27,274 14 4	493,537	£ s. d. 31,544 14 3
From Victoria to New South Wales	13,949	5,840 1 3	15,735	5,649 5 9	23,493	5,547 8 3	29,148	6,693 8 3
From New South Wales to Victoria.....	13,540	5,750 2 5	14,203	5,268 13 8	21,165	5,095 17 7	29,393	6,769 0 8
From Victoria to Queensland.....	938	586 8 11	1,080	540 1 6	1,607	643 4 0	2,540	1,016 10 10
From Queensland to Victoria.....	1,118	698 16 0	1,514	757 1 8	1,970	788 5 10	2,652	1,307 12 8
From Victoria to South Australia	7,101	2,523 7 6	9,332	2,289 14 8	14,340	2,171 19 2	12,371	2,315 10 11
From South Australia to Victoria	6,165	2,167 11 6	7,842	1,892 5 3	12,065	1,797 10 3	10,823	2,006 15 10
From Victoria to Tasmania	2,187	1,078 15 1	4,485	1,744 9 8	3,791	1,304 11 4	3,639	1,047 12 0
From Tasmania to Victoria	2,313	1,106 16 0	4,325	1,940 10 0	4,505	1,303 15 2	3,943	1,161 8 7

NOTE.—Victoria..... Reduced rate of 1s. for ten words came into operation 1st January, 1870.
 New South Wales..... Reduced rate from 6s. to 3s. for ten words came into operation 8th August, 1870.
 Queensland..... Reduced rate from 9s. to 6s. for ten words came into operation 8th August, 1870.
 South Australia..... Reduced rate from 6s. to 2s. for ten words came into operation 1st August, 1870.
 Tasmania..... Reduced (cable) rate from 5s. to 4s. for ten words came into operation 1st January, 1870.

* Exclusive of the number and value of messages O.H.M.S.

D 2.

COMPARATIVE Statement of Overland and Cable Telegraph Rates.

	Proprietary.	Land Line.		Cable.	
		Number of Miles.	Rate for twenty Words, half additional for each ten Words.	Number of Miles.	Rate for twenty Words, half additional for each ten Words.
VICTORIAN LINES.					
From the remotest Station in Victoria (Wodonga) to the South Australian Border Station (Mt. Gambier)	Victorian Government	508	£ s. d.	.....	£ s. d.
			0 2 0		
SOUTH AUSTRALIAN AND FOREIGN LINES.					
From the South Australian Border Station (Mt. Gambier) to Port Darwin	South Australian Government	2,320	1 0 0	.....	*
Port Darwin to Banjowangie	British Australian Company .....	.....	.....	1,186	2 14 0 †
Banjowangie to Batavia	Netherlands India Government	480	0 4 0	.....	.....
Batavia to Singapore	British Australian Company .....	.....	.....	565	1 1 0
Singapore to Penang	British Indian Extension Telegraph Company .....	.....	.....	405	0 16 0
Penang to Madras				1,409	1 10 0
Madras to Bombay	Indian Government	600	0 8 6	.....	.....
Bombay to Aden	Eastern Telegraph Company .....	.....	.....	1,819	2 0 0
Aden to Suez .....	" " " .....	.....	.....	1,462	2 0 0
Suez to Alexandria	" " "	224	0 4 0	.....	.....
Alexandria to Malta .....	" " " .....	.....	.....	924	1 0 0
Malta to Gibraltar .....	" " " .....	.....	.....	1,120	0 10 0
Gibraltar to Lisbon .....	" " " .....	.....	.....	300	0 3 4 ‡
Lisbon to London .....	" " " .....	.....	.....	854	0 10 6 §
ENGLAND TO AMERICA.					
Atlantic Cable	Atlantic Telegraph Company .....	.....	.....	1,896	..... ||
VICTORIA TO TASMANIA.					
Bass's Straits Cable	{ Maintenance and Construction Telegraph Company .....	.....	.....	185 ¶
CHINA EXTENSION.					
Singapore to Hong Kong	China Extension Company .....	.....	.....	1,400	2 10 0
Hong Kong to Shanghai .....	" " " .....	.....	.....	800	1 5 0

REMARKS.

* Approximate cost of overland line from Port Augusta to Port Darwin, 1,850 miles, £350,000.

† Cost of cable between Port Darwin and Banjowangie, £324,000.

‡ Limited by concession to 3s. 4d.

§ Through message of twenty words from Victoria to London costs £9 8s. 6d.; distance per land lines and cable, 14,176 miles.

|| Rate £2 for ten words, and 4s. each additional word, including address and signature.

¶ Cable rate—4s. for ten words, and half-rate for every additional five words. Land lines—Victorian, 1s. for ten words, and 1d. for each additional word; Tasmanian, 1s. for ten words, and 1d. for each additional word. Total cost of through message of ten words, Victoria to Tasmania, 6s. Cost of Bass's Straits cable £70,000.

The following Statement shows the Australian business transacted with Europe and the East, from the opening of direct communication (21 October 1872) to 31st December 1872:—

Colony.	Received.		Transmitted.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
		£ s. d.		£ s. d.		£ s. d.
Victoria	554	6,536 14 9	405	3,233 6 6	959	9,770 1 3
South Australia	134	1,022 10 4	126	1,194 9 8	260	2,217 0 0
New South Wales	242	2,589 0 0	250	2,889 8 9	492	5,478 8 9
Queensland	36	394 9 6	43	469 4 6	79	863 14 0
Tasmania	6	59 2 6	8	103 6 3	14	162 8 9
New Zealand	22	391 6 9	25	331 10 6	47	722 17 3
Total	994	10,993 3 10	857	8,221 6 2	1,851	19,214 10 0

[Handed

[*Handed in by the Chairman, 4 April, 1873.*]

E.

The Superintendent of Electric Telegraphs to The Chairman.

Sir,

The evidence given by a Mr. Heaton before your Committee is of such a character that, if allowed to be published without refutation, will not only seriously reflect on me personally, but will also tend to destroy public confidence in the management of my department.

I therefore respectfully request that the following statement may be taken as an appendix, together with the documents attached, and have no doubt they will satisfactorily refute the evidence of Mr. Heaton.

If it should be considered necessary, I shall only be too willing to answer any questions in reference to these unfounded statements.

Mr. Heaton states, in answer to questions Nos. 515 to 522, that there is a want of public confidence in the Telegraph Department in the gold-mining districts. In replying to this statement, I can confidently state that such an accusation is at variance with facts; in support of which, I hand in letters and telegrams, marked 1 to 10, from the several Police Magistrates, Gold Commissioners, Superintendents of Police, &c., &c., connected with the several Gold Fields throughout the Colony.

As regards the statement that I had arranged to receive free telegrams in reference to a gold lease in the mining district of Adelong, I can only say that a Mr. Bradford did send me a telegram in reference to a gold lease he was interested in, asking me to write to the Commissioner, Mr. G. O'Malley Clarke, which message I never acted upon, and neither did I write to the Commissioner as requested. I may further state that I have never held a share or an interest in any gold lease, land, or mine, in the District of Adelong, Tumut, or Gundagai, nor had Mr. Bradford any authority for sending me such a message, and it can be proved that I have often given instructions to refuse similar messages addressed to me.

The sending of free messages between the persons employed in the Telegraph Service is a privilege which it would be impossible altogether to prevent. It would be just as difficult to stop a *vivâ voce* conversation, as to attempt to prevent a conversation between operators at Telegraph Stations. This concession is, however, kept within bounds as far as it is possible. Mr. Heaton also states that a message of his was kept back to send this message to me. Such is not the case. He did not deposit a message on the day in question. This witness's statement that I am interested in mining shares to the amount of £20,000, is also a pure fabrication.

That any of the clerks or operators ever received a fraction from the *Sydney Morning Herald* I also distinctly deny, or that they are in any way employed by Messrs. Fairfax & Sons; and if messages were sent to the *Herald* by any of the country Station-masters, they would on discovery be immediately stopped. In reference to Mr. Heaton's charge against the Station-master at Eden, that messages were sent by him during Earl Belmore's visit to that district, I append that officer's reply, in which he fully contradicts the statement. (*See Enclosure No. 11, Appendix E.*)

The evidence of Mr. Heaton that the Victorian officers stated to him, when in Melbourne, that there is an extraordinary system of mismanagement in the Telegraph Department here, is also contradicted by Mr. James, the Manager in Melbourne, as will be seen by that gentleman's telegram (*see Enclosure No. 12, Appendix E*), and I have no doubt Mr. James will be able to satisfy the Committee personally that there is no foundation whatever for such a report. There have been delays through overcrowded lines, and interruptions, which happily will soon be remedied now that sufficient money has been voted for additional wires.

Mr. Heaton's other statements are equally erroneous, and they require no notice from me. I may, however, state, in reply to Mr. Heaton's statement, that the length of telegraph wire in this Colony at work is considerably greater than in any other in Australia, even including the line to Port Darwin; which may be seen from my reply to question No. 198, where the several lengths of line in each Colony are given, compiled from official returns to the end of 1872.

I have, &c.,

E. C. CRACKNELL.

(1.)

Superintendent Orridge to E. C. Cracknell, Esq.

Police Department, Braidwood,
26 March, 1873.

My dear Sir,

In reply to your letter, I beg to inform you that, for several years past, I have known personally most of the Telegraph Masters and Operators in the Southern Police District.

As Superintendent of Police, I have had occasion to send many and frequently most important telegrams, and I am happy to say that I have never had occasion to doubt the fidelity or secrecy of any officer of the department.

I have not heard, and do not think there is or has been any want of confidence on the part of the public.

I am, &c.,

J. W. ORRIDGE.

(2.)

Superintendent Morisset to E. C. Cracknell, Esq.

East Maitland,
24 March, 1873.

Dear Sir,

In reply to your note of the 22nd instant, informing me that it has been stated that there is a want of confidence in the Telegraph Department generally throughout the Colony, and asking for my opinion in reference to the Service in my district, I beg to inform you that, to the best of my knowledge and belief, the public in my district have every confidence in the department, as regards the faithful secrecy of messages sent through it, and their due despatch.

Yours truly,

E. V. MORISSET,

Superintendent of Police.

(3.)

C. T. P. Lydiard, Esq., to E. C. Cracknell, Esq.

Bathurst,
27 March, 1873.

My dear Sir,

In reply to your note of the 22nd instant, I can only say that, during my constant visits for the last ten years to the many towns in the district where Telegraph Stations are established, I have never heard a complaint of any want of public confidence in the Telegraph Department.

As far as the office at Bathurst is concerned, I have no hesitation in stating that it is conducted in a most creditable manner. Of course this station comes more immediately under my notice than those at a distance. I have on several occasions heard complaints of the delay in the transmission or receipt of messages, no doubt caused by the overcrowded work on the wires.

As far as my experience goes, I am bound to testify to the steady and conscientious manner the officers of the Telegraph Department in this district perform their duties.

I remain, &c.,

C. T. P. LYDIARD.

(4.)

(4)

Telegram from F. W. Vyner, P.M., Tumut, to E. C. Cracknell, Esq.

24 March, 1873.

IN reply to your question as to whether there is a want of public confidence as regards the Telegraph Department, in this district, I beg to say that I have never even heard it breathed. I believe the public have every confidence in the Tumut Office, and I have never heard a word against that of Adelong.

(5.)

Telegram from G. O. M. Clarke to E. C. Cracknell, Esq.

Young, 24 March, 1873.

I CAN confidently state that, as far as the Gold Fields in the Southern Districts are concerned, the allegation that there is a general want of public confidence in the mining districts as regards the Telegraph Department, has no foundation in truth. The telegraph has been extended to nearly every Gold Field. I am in constant use of this means of communication throughout the Southern Districts, and I have never once had reason to find the slightest fault with any of the officials of the department, whom I have always found willing, obliging, and efficient.

(6.)

Telegram from the Police Magistrate, Tenterfield and Glen Innes, to E. C. Cracknell, Esq.

Tenterfield, 22 March, 1873.

ALLUDING to the statement made by Heaton that there exists a want of public confidence in the mining districts with respect to the Telegraph Department, I can only say that for upwards of thirteen years I have held the appointments of Gold Commissioner and Police Magistrate in New England, and so have had constant opportunities (both in my official and private capacities) of observing the working of the telegraph offices—more especially at Armidale, Glen Innes, and Tenterfield—all mining districts; and the result of my experience is that I consider the Telegraph Department throughout New England is worked in the most creditable manner, and that the several officers in charge, all of whom I know intimately, enjoy the entire confidence of the public in the discharge of their duties. It is true that during the tin-mining fever of last year, when the business of the officers was suddenly and very largely increased, and, with only one wire in use, complaints were occasionally made by selectors of mineral lands that their applications were not wired to Sydney as soon as practicable, and that favouritism was shown in this respect; but I feel convinced that no ground whatever existed for such charges, and I believe they were in every instance completely refuted upon investigation. It is but right to add that I consider the telegraphic officials in this district, without exception, to be remarkably reticent in regard to the contents of messages passing through their hands, and such I am assured is the general opinion.

(7.)

Telegram from Sub-inspector Medley to E. C. Cracknell, Esq.

Gulgong, 27 March, 1873.

I HAVE been in Mudgee eight years; during that time I have never had one cause of complaint against the Telegraph Department, and since the establishment of an office at this place I can say the same. From general public opinion, which I have an opportunity of hearing, I have never heard a word mentioned with regard to want of confidence in the Telegraph Department at either Mudgee or Gulgong.

(8.)

Telegram from Inspector Singleton to E. C. Cracknell, Esq.

Albury, 25 March, 1873.

I HAVE never heard that there is a general want of public confidence in the mining districts as regards the Telegraph Department, having only just returned here from Tambarumba, Reedy Flat, Adelong, Tumut, Gundagai and Wagga. I have always heard your department spoken of with confidence.

(9.)

Telegram from J. W. Lees, Esq., P.M., Hill End and Tambaroora, to C. E. Cracknell, Esq.

25 March, 1873.

BOTH Reid and Johnson are personally known to me, and your telegram is the first intimation I ever received of an alleged want of confidence in regard to the working of the Telegraph Department at either Tambaroora or Hill End. I believe the character of both gentlemen, for probity and strict attention to their duties, to be quite beyond question. There cannot be any foundation for such a report as that referred to by Heaton.

(10.)

Telegram from W. Johnson, Esq., Commissioner, Western Gold Fields, to E. C. Cracknell, Esq.

Bathurst, 28 March, 1873.

AS far as I am aware, the public on the Western Gold Fields have every confidence in the management and the officers of the Telegraph Department, and I have never heard any rumour whatever to the contrary.

(11.)

Telegram from Mr. C. Kebby, Eden, to E. C. Cracknell, Esq.

20 March, 1873.

THERE is no truth whatever in statement that I am correspondent for the *Herald*, and I did not write any account of Lord Belmore's visit. I saw Heaton when he was here, but nothing ever transpired about my being correspondent for *Herald*, or otherwise, that I remember. I have sent telegrams to *Herald* about shipping, at the request of Mr. Flavelle, their agent and correspondent here, when he has been absent, but certainly never received any pay for it. Heaton wanted me to write a description of the country between here and Gabo, for the *Town and Country Journal*, and asked me, through Junior, to send messages to *Empire* when anything interesting, which I never did. That is, in fact, all that was ever spoken on the subject.

(12.)

Telegram from Mr. T. R. James, Melbourne, to E. C. Cracknell, Esq.

17 March, 1873.

THE statement made by a Mr. Heaton *re* extraordinary system of mismanagement in your department, and which statement, Mr. H. says, emanated from Victorian officers, is, so far as I am aware, totally unfounded, and I do not believe that any such remarks were made by any officer in this department.

[Handed

[*Handed in by J. G. Raphael, Esq., M.P., 22 April, 1873.*]

F.

Delay in transmission of Cable Messages.

COPY of letter received by the proprietor of the *Empire* newspaper from his London agent, with enclosure of letter from Mr. Ansell, Traffic Manager of the Eastern Telegraph Company, in reference to delay in transmission of cable messages, as specified and complained of in the Legislative Assembly of New South Wales, on 22nd November, 1872.

S. Bennett, Esq.

London, 21 February, 1873.

Sir,

I made appointment to see the Secretary of the Australian line, in company with M'Lean, and when we went we were handed over to the Traffic Manager, Mr. Ansell.

Mr. Ansell was very warm in his condemnation, and spoke freely as to the rascality of the affair. He at once, and in my presence, called for the books of abstract, and traced the telegrams mentioned in your published statement, referred to by Mr. Raphael in the Assembly. Those books disclosed the facts that your telegrams—two quite certain—were in advance of Reuter, by register number, and of course by time—the repeat from Adelaide gives the receipt in advance—and in these instances your telegrams stuck between Adelaide and Sydney.

You will see that by Mr. Ansell's letter, which of course you may publish, that he is guarded in writing; but in his talk with me he broadly refused to take any blame, and put it on the Colonies. The telegrams are numbered in the order of receipt. He said—"Your agent is most indefatigable—he is not the man to lose a chance." I said—"Well, we shall see how we get on with the news of the Emperor's death." He replied—"M'Lean was far in advance of Reuter, and if your friends are not first it is an infamous shame, and we will do all we can; but we cannot deal with the telegrams after they reach Adelaide."*

I believe that you have been honestly served here. I have seen the books in the office, and every effort has been made to satisfy me. So far as I have seen, no one could do more; and if you are to be treated unfairly in the Colony, without redress, give it up and save your money.

I have given a great deal of time and thought to this matter, and have tried every way of testing the statements made, and I come to the conclusion that there is in the Colony a degree of corruption the more hateful because it is shielded under an outside affectation of honesty.

* The telegram thus referred to respecting the Emperor's death was delayed like the others, and did not reach me until after midnight on 10th January, and consequently could not be published until 11th January, having been despatched from London about 2 p.m. on the 9th.—S.B., 18473.

[*Enclosure.*]

J. P. Esq.,
Anderton's Hotel, Fleet-street.

The Eastern Telegraph Company (Limited),
66, Old Bond-street, E.C.,
London, 21 February, 1873.

Dear Sir,

I have read through the debates in your Legislative Assembly of Friday, 22 November last, and I am surprised to find so serious a charge brought of favouritism, as it is called, but I would like to characterize it by a very much stronger word.

If the facts that Mr. Raphael mentions with respect to the telegrams of 9th, 15th, and 16th November, sent by your agent on those dates, can be substantiated, the matter ought to be sifted to the bottom.

Any assistance that this Company can render you we will gladly afford; but I see a little difficulty about it without committing a breach of faith in affording information about another man's messages.

However, this much I may say, that I have traced *all the messages* of the 9th, 15th, and 16th, sent from London, into Adelaide, and it is beyond Adelaide that you must pursue your investigation, and not on the lines of this or associated Companies. The messages referred to by Mr. Raphael reached Adelaide in due course, and any detention, whether wilful or accidental, of the messages which were sent to the *Empire* must necessarily have been beyond Adelaide.

I am, &c.,
W. T. ANSELL,
Traffic Superintendent.

G 1.

SOUTH AUSTRALIA.—ADELAIDE AND PORT DARWIN TELEGRAPH.

REPORT by C. Todd, Esq., C.M.G., on the Construction and Completion of the Adelaide and Port Darwin Line of Telegraph.

Post Office and Telegraph Department,
Telegraph Branch, General Post Office,
Adelaide, 1 January, 1873.

Sir,

Having received the last of the sectional reports only a few days since, and as I still require some documents and maps, which will take some time to prepare, to complete the information I want, I am unable to furnish the Government with a general report on the Telegraph from Adelaide to Port Darwin, constructed under my superintendence, in time for the outgoing mail leaving on Friday next, the 3rd instant. As, however, statements disparaging the stability of the line have been very freely circulated, I think it undesirable that the mail should leave without an official and emphatic denial from me of the truth of the statements made, as, is alleged, on good authority. I have, therefore, drawn up a brief report on the whole of the line, which I have now the honor to furnish. Having personally inspected the line from the Daly Waters southwards in the course of my overland journey, as well as portions of the line at Port Darwin and Southport, I am able to speak from personal knowledge in confirmation of the reports of the chief officers employed, as to the substantial manner in which the line has been constructed.

This report being a very brief one, and intended only as preliminary to a general report which I hope shortly to be able to furnish you, I have not entered into any lengthy description of the country, nor is there time to collate all the reports from the different sections. As, however, Mr. Patterson's name has been mentioned as the chief authority for the disparaging statements referred to, I have thought it only just to that officer—he having both verbally and in writing denied that the statements were made on his authority—to enclose you his final report, that it may be published with this, should the Government deem it desirable. The other reports, as well as Mr. Patterson's, will of course be appended to my general report.

BAGOT'S CONTRACT.

On Bagot's contract, extending 509 miles from Port Augusta, or to latitude 26° 52' south, the poles are pine and gum, the latter being mostly considerably over the specified size. There are also about 1,500 iron poles, planted generally alternately with wooden poles, distributed over the line north of Chamber's Creek. Considerable delay occurred in completing this section, which was commenced in October, 1870, owing to the absence of suitable timber over 300 miles of the line; but by allowing the contractor to put in at first only ten poles to the mile, on the northern end of the contract, the wire was suspended by the beginning of January, 1872, and communication established with the MacDonnell Ranges on the 3rd of January. The full complement of twenty poles to the mile were filled in subsequently, and the contract was satisfactorily completed about the end of March. From personal inspection I am able to report it a most substantial line, which will stand for a number of years with very little attention. This section was constructed under the supervision of Messrs. Babbage and Abbott, the former having charge, till he left for England, of the northern half.

On

On this section, and throughout the whole of the line, a lightning-conductor has been placed on every alternate pole. It consists simply of a piece of ordinary line wire, stapled very securely on to the side of the pole, terminating in a coil beneath the butt, so that it cannot be withdrawn.

They have proved an effective protection from lightning; for although the line for many hundreds of miles passes over treeless plains, and is exposed to thunder-storms of great severity and extent, we have scarcely had a pole destroyed by lightning. The only interruptions caused by lightning have occurred where iron poles have been used. Since the line was opened, on August 22nd, we have had three interruptions, all of which have arisen from this cause, and have happened on the same section, and in the same locality, viz., on the iron poles north of the Hamilton, on the section between the Peake and Charlotte Waters. The lightning, in each instance, smashed several insulators, leaving the wire in contact with the iron pole, thus making "earth" and stopping the communication.

To obviate this in future, I have had a short length of stout wire led from the line wire down the face of the insulator, and brought within three-eighths ($\frac{3}{8}$) of an inch of the top of the iron pole. This has been done to every iron pole, and will I think protect the insulator. I am having the same done on the wooden poles furnished with lightning-rods between the Katherine and Port Darwin, where iron insulator-pins have been inserted during the last dry season.

CENTRAL SECTIONS.

The central sections—respectively designated A, B, C, D, & E, extending from 26° 52' to 19° 30', or 626 miles—were completed before the end of 1871, so that had our operations in the Northern Territory been equally successful, the line could easily have been opened by the 2nd or 3rd January, 1872.

Section A.

Constructed by Mr. R. R. Knuckey, extends from latitude 26° 52' to 25° 30', a distance of 120 miles. On the north end of Bagot's section, and on this as far as the Goyder, the line passes over a considerable extent of very rough, stony table-land, of slight elevation above the surrounding country, from which it rises in gradual slopes. This stony country is wholly destitute of trees, but is well grassed, though there are patches often met with of several acres in extent utterly bare of vegetation, thickly covered with a layer of stones. The stones, which are mostly quartzose sandstone, stained externally with iron, seem wholly confined to the surface, lying on or, if large, embedded in the loose friable loam, the latter being of a reddish colour, reduced to a very fine powder, and in some places (south of Section A) largely mixed with gypsum in various stages of decomposition. At the Hamilton and north of the Goyder, the line traverses well-grassed sandhills, covered with mulga and various kinds of acacias, many of which were in full flower when I passed. An abundance of fine water is to be found in large deep waterholes in the Stevenson, in the Goyder, close to the Charlotte Waters Station, and, I believe, in the Finke to the westward, and most of this country is well-grassed. The creeks are lined with stunted box, gum, and myall, but very little serviceable timber was obtainable till near the Finke, towards the north end of the section, where an abundant supply was found, which continues up the Finke and Hugh, as far as the MacDonnell Ranges. Iron and wood poles are planted alternately from the south end of the section to the angle south of the Stevenson, a distance of 30 miles. The wooden poles are stout gum saplings, of about 10 inches at butt, and 5 or 6 at the top. I did not see a single bad pole on the line. Twenty to the mile are planted throughout. The line has been laid out with judgment, crossing the creeks at the best places and at right angles, and carefully avoids low lands subject to inundation.

Section B.

Constructed by Mr. G. R. M'Minn, extends from latitude 25° 30' to 24° 0', or 142 miles 9 chains. It was commenced in February, 1871, and completed in every respect by the 15th November following, when, in accordance with instructions, Mr. M'Minn went north to complete Section C: Mr. Mills, the officer in charge of that section and his party going forward to the north end of Section E, to assist Mr. Harvey.

The line on Section B follows, within a short distance, the Finke to its junction with the Hugh, a little south of latitude 25°, and keeps a generally northerly direction to the junction of the Alice and Hugh, from whence it follows the Hugh, making a considerable detour to the north-west, passing through the Hugh gorges of the James and Waterhouse ranges, joining on to Section C at the latter. It crosses the Finke and Hugh several times, but is quite safe. At the first or Marchant's crossing of the Finke, immediately north of Section A, the line was carried away in January, 1872, but Mr. M'Minn has now planted a mast on either side at some distance from the bank. On the south side the mast is 52 feet long, planted 8 feet in the ground, and on the north side, which is higher, 39 feet. Both masts are securely strutted and stayed, and the longer one is built round with several tons of large stones. For about 60 miles along the Finke the line crosses heavy sandhills, covered for the most part with spinifex and low bushes, relieved in places by clusters of fine black oaks (*casuarinas*); but the country improves north of this, and is generally good and well grassed. Water is found in many places in the Finke, Hugh, and the smaller creeks running into them—at Marchant's Springs, Mount Musgrave, Polly's Springs (horseshoe-bend on the Finke), at St. Patrick's Camp, Whinham's Springs (near Mount Burrell), first crossing of Hugh, Krager's Creek, junction of Minnie Creek and Hugh, Stuart's Camp (in the James's Range), M'Clure's Springs, and Owen's Springs.

The poles throughout this section are sound good gum saplings, rather over than under the specified size. I did not see a bad pole on the line, which was substantially constructed throughout.

There are white ants on the sandhills and on the flats near the Finke, but they have made very little impression on the poles as yet. Some poles which had been in the ground for nineteen months were recently taken out by Mr. M'Minn, who found that the white ants had commenced at the foot of the pole, where they had eaten out a hole about the size of his finger.

I quite concur in Mr. M'Minn's recommendation that iron poles should be planted, when necessary to repole, alternately with wood on the sandhills, but on the other portion of the section no white ants have been seen; and, as timber is plentiful in the Finke and Hugh, there may be no occasion to use iron poles.

Section C.

Constructed by Mr. W. W. Mills, extends from latitude 24° to 22½°, or 131 miles, was commenced March 22, and finished December 29, 1871. The section starts from Lawrence's Gorge on the north side of the Waterhouse Range, from whence the line crosses a well-grassed mulga plain, following up the Hugh, and then the Jay, both of which are splendidly timbered, to the foot of the MacDonnell Ranges, where it crosses a low gap, and turns abruptly to the eastward, keeping between rugged parallel ridges for several miles, to Fenn's Gap, where a practical crossing was found, leading generally north-east to the Alice Springs (where a station has been built), and finally emerges from the range about 12 miles north. Leaving the MacDonnell Ranges, the line crosses the mulga plains to the Reynolds Ranges, keeping to the west of the Strangways Range, and crossing a low gap in the intervening Hann's Range: the plains are well grassed, but the mulga is very dense in places, and water is scarce, but can be obtained by sinking on the flat. A native well was opened 1 mile to the west of the line, near the Burt, 25 miles from the MacDonnell Ranges, which yields a permanent supply at a depth of only 10 feet. The next water is found 35 miles further on, at a native well in the gap, at Hann's Range. A well 50 feet deep was sunk in the Burt, but yielded only a small supply.

Mr. Mills discovered a running brook in the Strangways Ranges 9 miles N.E. of the line, which he believes to be permanent, as it was still running when he last saw it in July, 1871, the middle of the dry season. Owing to the scarcity of surface water between the MacDonnell and Reynolds Ranges for a distance of 70 miles, and the absence of suitable timber, the construction of this portion of the line was attended with considerable difficulties. With few exceptions, however, the line is equal to what we have in the settled districts. From the Waterhouse to the north side of the MacDonnell Ranges, the poles are all good full-sized gum poles. Between the MacDonnell and Reynolds Ranges they are not so good, but are quite sound; and in the mulga there are more white ants, the soil being a light red sandy loam, splendidly grassed.

Section D.

Constructed by Mr. A. T. Woods (who was also the Superintendent of the five Central Sections), extends from latitude 22° 30' to 21°, or 124½ miles. This section follows for a considerable distance the Woodforde, Hanson, Stirling, and Taylor Creeks, from which the poles have been got. The supply was not very abundant, and difficulty would I fear be experienced in getting more near the line. About 500, or 25 miles of poles, were obtained from the Woodforde, which was stripped of all its serviceable trees for a distance of 15 miles. The line follows the Woodforde for about 30 miles, where the creek ceases to have

have any defined channel, though it no doubt in high floods runs into the Hanson, which the line follows for nearly 20 miles. Leaving the Hanson, the line crosses the Taylor 10 miles on, and then passes over the Forster Range between Mounts Mann and Gwynne to Barrow's Creek, where we have a station, and again crosses the main channel of the Taylor, 22 miles beyond Barrow Creek Station.

The line throughout this section has been erected in a most creditable manner. The poles are straight, of the full size, and are a very hard description of gum timber, which should, I think, last a number of years. The flats into which some of the creeks run will yield a limited supply of gum saplings for repairs, and there is probably a reserve left in the Hanson below the line; but no doubt eventually we shall have to place iron poles on this and the adjoining section.

The country is generally well grassed, and admirably adapted for stock. Mr. Woods, in his report, remarks—"Adjacent to this part of the line is some very good stock country, not only open and attractive in appearance, but probably the most healthy country for stock north of the MacDonnell Ranges, perhaps on account of the prevalence of salt bush, which is deficient or altogether absent elsewhere. There is much good grazing country throughout the length of Section D. The grasses are not rank: they are varied and nutritious, our stock thriving well. By judicious burning, green grass can be secured throughout the year, many of the grasses being perennial." There is a large admixture of spinifex, but, after burning, other grasses spring up with it.

With regard to water, in ordinary seasons, there is probably an ample supply all the year round, and can generally be got by sinking in the sand in the creeks, which have an uneven clay bottom, covered with sand. Mr. Wood states that the clay is very tenacious, and that wherever from inequalities in the bed of the creek a hollow basin is formed, water can be obtained by sinking in the sand. There is at present a large supply at the Barrow Creek, where the spring has been running since it was first opened out; but as a precautionary measure I would advise two or three wells to be sunk in the most likely places, by which means I have not the slightest doubt that a permanent supply could be obtained in the driest seasons.

The white ants are not very numerous on this section, and up to the present time have done little or no damage.

Section E.

Constructed by Mr. W. Harvey, extends from latitude $21^{\circ} 30'$ to $19^{\circ} 30'$, or 107 miles 76 chains. Mr. Harvey also erected 82 miles 16 chains 41 links of the line north of Section E to latitude $18^{\circ} 26\frac{1}{2}'$, or in all over 190 miles of line, having the assistance of Mr. Mills for a few months.

Leaving Adelaide in August, 1870, he did not reach his work till the 24th May, 1871, the first poles being planted on the 1st June, and the wire was stretched to the end of his section (E) by the 1st November following, the last 34 miles having at first only ten poles to the mile, according to my instructions dispatched by special mail in July, or immediately I had reason to fear delay on the northern side. Mr. Harvey then pushed on north of Section E, and, as just stated, extended the line another 82 miles. The intermediate poles, making twenty to the mile throughout, were planted before he left the work.

The country in this section, and more so to the north of it, is rather poor, the soil being mostly an intermixture of sand and clay, covered with spinifex and low scrub, except immediately along the creeks, where the soil is richer and the flats are well grassed. Here and there are belts of mulga, where grass is generally plentiful. The ranges, which are mostly quartzose sandstone resting on granite, nowhere rising over 600 feet, seldom so high, are covered with spinifex. In some places vast boulders of granite are scattered on the surface, lying singly or piled up in curious fashion to a considerable height. Quartz reefs are frequently met with, and a soft micaceous clay slate, nearly vertical, and running north and south.

Mount Samuel, a quartzose sandstone hill, some 250 or 300 feet high, a little to the west of the line, is crowned with immense iron-stone rocks, highly magnetic—every fragment being polarized, rendering the compass-needle of the theodolite useless.

Timber of any size is wholly confined to the creeks; and there the description suitable for telegraph poles is by no means plentiful. Mr. Harvey had considerable difficulty in procuring the quantity required, having to cart poles long distances. Many of the poles on the northern end of Section E, and from there to the end of Mr. Harvey's work, are small, and very crooked; they were, however, the best he could procure. The bulk of the poles are full-sized, and good; the others, although unsightly and small, are sufficiently substantial, and will probably last as long as the rest. When this section is repoled, I would advise iron throughout; indeed, iron poles for the north end of the section have already been provided.

North of the Gilbert the white ants become more numerous, and a beetle, termed the borer, also becomes numerous, and destructive to the poles and insulator-pins.

The best watered creeks on Mr. Harvey's section are the Bonney, Tennant's Creek, and Attac Creek; the first and last being probably permanent. A well has been sunk at the station on Tennant's Creek. Water is found in most of the other creeks, lasting for some months, and two or three wells were sunk, which require timbering.

NORTHERN TERRITORY.

Patterson's Section.

This brings me to the section constructed by Mr. Patterson, extending from the north end of Mr. Harvey's work, lat. $18^{\circ} 26'$, or 533 miles from Port Darwin, to the King 225 miles, from Port Darwin 308 miles. Commencing at the north end, the line, after crossing the King, takes a general S.E. course, crossing the Elsey Creek at 281 miles, and thence follows the the Birdum to the Daly waters (where a station has been built), 368 miles from Port Darwin. The line then takes a more southerly course, passing to the east of King's and Frew's ironstone ponds, across Sturt's Plain to the north end of the Ashburton Range. Passing between the range and the Newcastle waters the line enters the range at the Watson, crossing Powell's Creek, where it passes over to the east side of the range.

With the exception of about 35 miles of line south of the Elsey, and a few miles north, where the poles are small, a better line could not have been erected. The first 17 miles south of the King, cypress pine (*Callitris*), which the white ants do not appear to touch, have been used throughout, and from 50 miles north of the Daly Waters, and for a long distance south, we have splendid poles—blood-wood, gum, and iron-bark, the majority of them much over the specified size.

From the Newcastle Waters southward, timber, which to the northwards was generally thick, involving heavy clearing, becomes scarce, the trees being too stunted; but by dint of searching, fair average-sized poles were found. The white ants are numerous, especially north of the Lawson, and most of the timber is stunted and piped, but with care good sound poles can always be picked out.

Between the Daly Waters and the Elsey Creek, it was supposed there was no water after the middle of the dry season; but the discovery of a fine waterhole, a few days since, at the very end of a long dry season, has removed one great difficulty, and it will probably be necessary to sink only one well between the waterhole and Elsey Creek. Even as it is, the newly discovered waterhole will make the whole of this piece of line easily accessible for repairing purposes at all seasons.

South of the Daly Waters I do not anticipate any difficulty, as heavy repairs will always be made at the most favourable season of the year, and the discovery of the fine springs called the Renner Springs, about 18 miles south by the line of Powell's Creek, makes the road quite safe as regards water at all times.

Darwent and Dalwood's Section.

I have now only to refer to the section constructed under Messrs. Darwent and Dalwood's contract, from Port Darwin to the King, 225 miles. This being the oldest piece of line (commenced in September, 1870), I was more anxious about it, especially as it was in a disabled state during a great part of the previous wet season.

I have had it thoroughly overhauled, every bad pole taken out, and between Port Darwin and the Katherine iron pins have been substituted for the iron-bark pins, which, although soaked in boiling petroleum, were found to attract the white ants and the boring beetle. The result after examination is, that out of 225 miles of line it has been necessary up to the present date to replace about 150 poles, destroyed by bush fires, white ants, and dry rot, which, I think, is sufficient to show that the line was faithfully built. I feel it only due to the overseers of the work, Messrs. W. M'Minn and R. G. Burton, to say that I am perfectly satisfied that they efficiently protected the interests of the Government, and were faithful to their trust; whilst the fact that since the opening of the line in August last there has not been a single interruption between the Charlotte Waters and Port Darwin, a distance of nearly 1,200 miles, although we have had frequent and severe thunder-storms raging over many hundreds of miles, and a cyclone which blew down several thousand trees on the line, should be sufficient to remove all anxiety for the future, and to prove that the line is strong and has been constructed in a proper manner.

In

In a country so abounding with white ants as the Northern Territory, it is not pretended that wooden poles will last as long as elsewhere. Had I thought so, I certainly should not have advised the Government to order 6,000 iron poles, in addition to the 500 previously sent to the Northern Territory (now at Southport), and the 2,500 on the southern portions of the line.

With regard, then, to the state of the line generally, I can faithfully and honestly assure the Government that it has been substantially built throughout, and that, with very few and unimportant exceptions, I have every reason to believe, from the reports of my officers as well as from my own personal observation, that the poles are sound, and of the full size specified. As explained in my letter of December 2nd, my principal reason for ordering the iron poles now was that they could be more expeditiously and economically carted now while we have a large number of acclimatized teams, both horses and bullocks, in the territory than we could do at any future period; besides which, I think it desirable to have the iron poles on the ground to take the place of the wooden ones as they decay, to the extent it is intended to use them.

My present idea is, that we should gradually introduce iron poles, planting them alternately with wood where suitable timber is plentiful and near at hand, and consecutively where timber is inferior and difficult to get.

In the Northern Territory it will probably be found desirable to have iron and wood alternately from Port Darwin or Southport to the Newcastle Waters, unless experience should show that the pine, blood-wood, paper-bark, and iron-bark poles escape the ravages of the white ants. From south of the Newcastle to the MacDonnell Ranges, it may be well to look forward to repoling with iron throughout. From the MacDonnell Ranges to some distance south of the Charlotte Waters timber is easily procurable, and, at most, alternate iron poles will be sufficient. From here to Leigh's Creek we have nearly 2,500 iron poles in already, and, as the wooden poles decay, we shall do well to substitute iron. Having 9,000 iron poles, either on the ground or provided for, it will be obvious that we shall only require to introduce the remainder gradually, spreading the expense over a series of years.

STATIONS.

We have the following stations on the line, commencing north from Port Augusta:—

	Distance from Adelaide.
Beltana.....	355 miles.
Strangways Springs	545 "
The Peake	636 "
Charlotte Waters	804 "
Alice Springs	1,036 "
Barrow Creek	1,207 "
Tennant's Creek	1,354 "
Powell's Creek.....	1,467 "
Daly Waters	1,605 "
The Katherine	1,771 "
Yam Creek	1,848 "
Palmerston, Port Darwin	1,973 "

The temporary stations have also been placed during the wet season at the Alberga, between the Peake and Charlotte Waters, and at the Elsey, between the Daly Waters and the Katherine.

At Beltana we have only a small iron hut as a temporary accommodation, and at the Strangways Springs the operator is lodged at Messrs. Warren and Hogarth's station. At both of these places we shall have to build a station. It may perhaps be desirable to remove the operator from Strangways Springs to Mount Hamilton, which would better divide the distance between Beltana and the Peake.

At the Peake, Charlotte Waters, Alice Springs, and Barrow Creek, we have built substantial stone stations of eight or nine rooms, roofed with galvanized iron.

At Tennant's Creek we have at present only a wooden hut of three rooms till it is finally decided whether the station shall be there or at Attack Creek; but the galvanized iron for roof and other materials are on the spot.

We have only a temporary hut at Powell's Creek, the building material being at the Roper.

At the Daly Waters, a large and substantial log house of six rooms, roofed with galvanized iron, has been built, building-stone and lime not being procurable.

A similar station is being built at the Katherine.

At Yam Creek we have put up a substantial three-roomed hut, built of cypress pine, and roofed with galvanized iron. It is nearly completed.

At Port Darwin it was necessary to provide offices and quarters for the staff of the British-Australian Telegraph Company, in addition to the offices and quarters for our own staff. We have therefore had to erect a very large building, consisting of a central building and two wings. The central building comprises three offices, one of which is used by the British-Australian Company. The other two are used by the Department, one for an operating-room, the other for the public on the business of the Telegraph, Post Office, and Customs. The South Australian quarters comprise a house of five large rooms, a detached kitchen and bath-room for the station-master, and two detached rooms for one assistant operator, the men being accommodated in adjoining huts of wattle and dab. The British-Australian quarters consist of a long range of buildings, containing ten rooms in all, being quarters for the resident Superintendent and five (5) assistants. The rooms are large, one being a billiard-room and library, a handsome billiard-table and a good collection of books being provided by the Company, who have also given their officers a light rowing gig.

The buildings are of stone, roofed with iron, and are surrounded by a broad verandah; the floors are concrete, to prevent the woodwork being destroyed by white ants. There are also out-buildings for stables, stores, workshops, &c., and two large underground tanks, each capable of holding 12,000 gallons of water. The buildings stand on four acres of ground, fenced in, and half of which has been conveyed to the Company, who, of course, pay for the cost of their portion of the building.

The site chosen is the one originally recommended by me, on the Esplanade, near the Government residence, facing the harbour, of which a fine view is obtained.

It may be well to remark, in connection with this portion of my report, that in the interior we have six persons at each station, viz.,—the station-master, assistant operator, and four men. There are also about twenty horses, draught and saddle, and in most cases a team of bullocks, besides spare bullocks for food. The stations are all well provisioned, most of them up to the end of 1874.

SURVEY OF ROPER.

Before leaving the Roper I gave Captain Lowrie instructions to take complete set of soundings in the Roper, from its mouth up to the landing, to buoy and beacon the bar and channel, placing substantial beacons on the north, and where required on the south bank, between the bar and the river entrance; to mark by beacons, lopped trees, or otherwise, the position of all rocks and shallows in the river; to plot, on a general plan of the river, the deep-water channel, and depth of water at low-water springs; and to keep a record of the rise and fall of the tide, a tide-board being fixed at the landing. This appeared to me to be the most profitable way in which I could employ the "Young Australian." I have not yet received Captain Lowrie's report, but I understand he has carried out my instructions with much intelligence and zeal. From a telegram received from him, dated August last, he says that the upper river had fallen considerably, but there was little or no difference in the depth of water below Garden Reach, and that there, on the bar, there was a foot more water than is shown on chart, so that the river, in the driest season, is navigable for vessels drawing twelve feet for forty miles; above that there are the two pinches I have before mentioned in the Omeo, and three island reaches, where there is not more than ten or eleven feet, which are the chief obstacles to navigation higher up the river. The channel, however, could be easily deepened by dredging at these points where there is any necessity for it.

STOCK LEFT AT THE ROPER.

The following quantity of stock and plant were left at the Roper landing by Mr. Patterson, most of which will be available for carting the iron poles next season, viz. :—

Stock	...	...	...	...	...	{ 174 horses.
						{ 325 bullocks.
						{ 16 horse-waggons.
						{ 4 spring-drays.
Plant and equipment	...	...	...	...	...	{ 17 bullock-waggons.
						{ 13 bullock-drays.
						{ 32 saddles, harness, &c.

In addition to these, forty-one horses and six bullocks have since been sent down to the landing from the Daly Waters; but four teams of horses and two teams of bullocks have been sent to the Katherine with balance of station loading and building materials since this return was compiled, and Mr. Patterson fears that 30 per cent. of the draught horses will be useless.

FINANCIAL RESULT.

Even a preliminary report, such as this, would not be complete without some statement as to the amount of business passing over the line; and the following tabular statement, showing the number of messages and gross receipts since cable communication was restored on October 21st up to the end of the year, is not without interest.

TABLE showing the number of Cable Messages, the gross Receipts thereon, and the net proportion due to South Australia, between October 21st and December 31st, 1872.

1872.	Number of Messages.		Cash receipts in Australia.	Cash receipts elsewhere.	Proportion of receipts due to S. Australia.
	From Australia.	To Australia.			
Week ending October 26	153	148	£ s. d. 1,662 17 5	£ s. d. 1,405 3 8	£ s. d. 353 5 0
" November 2	86	137	1,043 10 6	1,347 13 9	269 0 0
" " 9	86	98	985 7 3	1,023 2 6	226 10 0
" " 16	66	98	865 10 0	715 16 5	197 16 6
" " 23	58	75	566 12 9	920 10 9	166 10 0
" " 30	83	110	748 4 9	1,342 2 6	235 10 0
" December 7	96	91	1,093 1 0	969 15 9	229 0 0
" " 14	44	69	499 15 3	856 0 6	146 10 0
" " 21	74	69	820 14 9	790 14 9	181 0 0
" " 28	62	86	675 3 9	1,091 13 0	198 9 3
Three days ending December 31	30	27	271 10 0	358 10 3	70 10 3
Totals.....	835	1,008	9,232 7 5	10,821 3 10	2,274 1 0

So that the revenue accruing to South Australia on cable messages in the above period (October 21st to December 31st) was £2,274 1s. Od., or at the rate of nearly £12,000 a year; to which must be added the revenue on local messages, which, since the line has been opened, has averaged over £300 a month—the receipts from this source in October and November (which were less than the previous month of September) being £634 5s. 5d.; besides which, we find that the opening of the line has largely increased the intercolonial and general traffic on other lines.

JOURNEY OVERLAND.

With regard to my own movements, it may be well just formally to mention that I finally left the Roper, after having visited Port Darwin, on June 13th, and rode overland, arriving at Beltana on the 19th October. On my way I carefully examined the portions of the line in course of construction, and inspected it generally all through, completing the necessary organizations at the different stations. Having communication with Mr. Patterson and the several working parties, I was enabled to give final instructions with reference to the embarkation from the Roper, establishment of depôt, and many other matters which I need not specify.

CONCLUSION.

In conclusion, it affords me much pleasure to acknowledge my obligations to the energetic officers and men who have, with so much credit to themselves, and in the face of difficulties not easily realized, carried out their part of the work entrusted to them; and I cannot close without making special reference to Mr. R. C. Burton, by whom some of the best sections of the line in the Northern Territory were constructed. There are those, too, whose duties in the office have been most arduous, though their names have not had so much prominence, to whom my thanks are equally due and are here most cordially given.

I have, &c.,

CHARLES TODD,

Postmaster General and Superintendent of Telegraphs.

To the Honorable the Chief Secretary.

Adelaide, 30 November, 1872.

Sir,

I have the honor to submit herewith, my final report upon that portion of the Overland Telegraph constructed by the officers and men under my command. I purpose confining myself to a general statement of the route of the line, and a brief description of the country passed through, together with some remarks upon the question of water supply for maintenance purposes.

The line was surveyed to the King, by Mr. M'Minn previous to his return to Adelaide, and the country from Port Darwin to that point has doubtless been described by that officer. The line, after crossing the watershed of the King, 225 miles from Port Darwin, follows the general direction of the Roper Creek, S.E. by E., passing 2 miles to the westward of Bitter Springs, after which it takes a generally southerly direction, crossing the Elsey at 281 miles, and following the Birdum throughout its course for 112 miles, passing Stuart's Camp at Daly Waters at a distance of 370 miles from Palmerston. At 392 miles the watershed changes to the south, all the waters flowing towards the interior; up to this point the watershed had been to the north, towards the Roper. The line passes 6 miles to the eastward of King's Ponds, thence still in a southerly direction, passing 2 miles to the east of Frew's Ironstone Pond, across Sturt's Plains to the north end of the Ashburton Range, distant from Port Darwin 442 miles. The line then passes between the Ashburton Range and the Newcastle Waters, crossing the Lawson at 480 miles; the range is entered at the Watson Powell's Creek, crossed at 505 miles, and the creek followed up to the summit of the range, from which point the watershed again changes—all the waters now flowing to the eastward. The junction with Mr. Harvey's work was effected at a point 4 miles north of the North Tomkinson, and distant 533 miles from Port Darwin.

The country from the King to the Elsey is thickly timbered with gum and iron-bark, but the trees are stunted, and before attaining any size are invariably piped by white ants. In the first 17 miles from the King there are occasional copses of cypress pine, a tree which does not appear to be attacked by these insects, and Mr. Rutt accordingly used this timber exclusively for poles; the remainder of the poles between the King and the Elsey are of iron-bark and gum saplings, tolerably sound, but seldom having the specified diameter at the butt. The soil for the most part over this length is a sandy loam, hard in the dry season, but becoming impassable after the first heavy rains. The line is kept on the highest ground, and consequently passes over some very rough iron-stone ridges. After crossing the Elsey, the Birdum is followed, the line being kept out of the valley, and carried along parallel to its course through an iron-stone forest country, with scrubby stony rises. The Birdum, which is perfectly

perfectly dry towards the end of the dry season, although showing flood-marks 20 feet high in the trees, runs through a bay of Biscay Valley, which is quite impassable in the wet season. For the first 40 miles of the Birdum country good poles are very scarce; the poles are principally iron-bark or gum saplings, and, owing to the stunted nature of the timber and the abundance of the white ant, could seldom be obtained of the specified scantling. In the next 20 miles, the line still following the Birdum, the timber is larger and sounder, and the poles consequently much better; and for the remainder of the distance, to Daly Waters, they are amongst the best erected in the Northern Territory; they are principally of blood-wood and gray gum, perfectly sound, and, for the most part, in excess of the specified dimensions. The line enters broken country when within 21 miles of Daly Waters, the ground being full of deep holes, and portions of it very rotten. Three miles further on (353 miles from Port Darwin) the Birdum is crossed; it is $\frac{3}{4}$ of a mile wide, but, even when flooded, is only about 4 feet deep, with a current of 2 miles an hour; it has a good stiff clay bottom, and is safe for horsemen at any time. Some of the Biscay Flats, however, in this neighbourhood, presented well nigh insuperable obstacles to the passage of either horses or men during the middle of last wet season. If difficulty is experienced in maintaining the line, it would be well to corduroy a road along the line over the worst of these flats; they run in belts from east to west, and could not be avoided, and so were crossed in the narrowest parts.

From Daly Waters to Frew's Iron-stone Pond the poles are very sound; being mostly of blood-wood, and of the full size. The clearing over this length was exceedingly heavy; I believe by far the heaviest on the continent—the line being carried for the greater part of its length through a dense mulga scrub, which here attains a height of over 40 feet, and hedgetree, through which it was impossible to lead a horse. The scrub and hedgetree, which has been thoroughly cleared on, could not be avoided either side of the line without taking the line through the Biscay Flats to the westward, which are impassable in the wet season. The soil is a red loam for the most part, overlying an iron-stone conglomerate, which not unfrequently crops out on the surface. After leaving Frew's Pond the line traverses a portion of Sturt's Plains, and crossing the north end of the Newcastle Waters, follows the western slope of the Ashburton Range to the Lawson. On this length the poles on the northern portion are mostly of good blood-wood; but on the 25 miles north of the Lawson sound timber has not been obtained—the poles are pipey and otherwise defective. Between Frew's Pond and the Lawson there is a good deal of open country; what little timber there is being scrubby, poor, and stunted. Most of the poles were obtained from the range.

Soon after crossing Lawson's Creek the line enters the Ashburton Range, and traversing high undulating country crosses numerous rocky spurs, and generally passes through a most worthless country until it effects a junction with Mr. Harvey's work, 4 miles north of the North Tomkinson. The poles erected on this length are almost wholly of blood-wood and of gray gum, and were the best obtainable in the district. In some portions of the work Mr. Burton experienced great difficulty in obtaining sound poles, most of the timber south of Powell's Creek being piped with the ants.

My progress reports have been so full of detail that it is not necessary for me to recapitulate what I have written before, save in the most general manner. Mr. Rutt arrived at his first working camp (the King) on the 1st December, 1871, and had only succeeded in erecting 18 miles of line, when the country, which had been rapidly becoming boggy from the rains, was inundated—the floods coming so suddenly that, although measures were instantly taken to shift camp to a small rise $\frac{1}{2}$ a mile distant, the removal was only accomplished by carrying the whole of the stores and equipage on the men's shoulders, they working for four days up to their waists in water. From the 3rd January, 1872, to the 10th April, Mr. Rutt and his party remained at Providence Knoll, unable either to work or shift camp. Work was resumed on the 11th April, although the country was still boggy, and the shifting of camp attended with extreme difficulty. From this date the work progressed, without a break, until its completion on the 30th August.

Mr. MacLachlan arrived at his first working camp (Well No. 1 on the Birdum) on the 6th December, and only succeeded in erecting 18 miles of line before he was stopped by the floods, and compelled to retreat 8 miles, his men having to shift camp and carry their effects on their backs. Work was resumed by this party on the 15th April, and continued without interruption until the completion of the work. Mr. MacLachlan having been recalled to Palmerston, as Warden of the Gold Fields, was succeeded by Mr. Mitchell, who remained in charge to the last.

Mr. Burton did not succeed in reaching his first working camp until the 4th January, 1872. The troubles he experienced on the Birdum for want of water, and the still greater difficulties brought about by the floods, have already been described in previous reports. Mr. Burton commenced work poling on the Milne, a stream to the eastward of Daly Waters, but after constructing 4 miles of line, the country became so much flooded that he deemed it advisable to abandon the work done and search for a better route and a safer camp to the westward. On the 16th January, Mr. Burton resumed work on the west bank of Daly Waters (Stuart's camp) and continued until the 28th February, during which time he contrived, in spite of rain and floods, to erect 14 miles of line. Work had then to cease; the country was becoming worse, and the work and exposure had filled the camp with sick disabled men. Work was again resumed on the 15th April, and continued without a break, as with the other parties, until the completion of the line.

I cannot refrain here from expressing my admiration of the energy and perseverance with which Mr. Burton and his men pushed their work; they were the pioneers throughout, and they endured more privations and ran greater risks than any of the others. Mr. King, I am sorry to say, is still suffering from the effects of his long continued exertions and exposure to the weather.

My acknowledgments are also due to Messrs. Rutt and MacLachlan, the leaders of the other sections, for their loyalty to myself, in the midst of great troubles, and for the manner in which they continued faithful to their work throughout. Mr. Mitchell succeeded Mr. MacLachlan, and well sustained the charge laid upon him.

Special recognition is due to the overseers of transport; they all without exception, did their work well, and I could not wish to be associated with a better lot of officers.

Before concluding this report, I think it well to draw attention to the necessity of sinking one or two wells on the Birdum, between the Warlock Pond and Daly Waters, directly after the ensuing wet season. So far as my experience has gone, that was the only stretch of country that could not be traversed by horsemen last November, and it was then absolutely waterless. It would be advisable however, also to sink a well half-way between the King and Bitter Springs. Last year there was not more than a fortnight's supply left on that track when the rains set in.

I think it possible there might be some difficulty in travelling from Daly Waters to the Newcastle Waters in some seasons, but there has been ample water on this track for horsemen during the dry season, which is just now approaching its termination.

C. Todd, Esq., C.M.G., Postmaster General and
Superintendent Telegraphs.

I have, &c.,
ROBERT C. PATTERSON,
Commanding Expedition.

G 2.

MEMORANDUM.

Empire's message from London received at Wentworth on Sunday, November 10th, at 10.8 p.m.; sent to Sydney on the 11th November, at 8.23 a.m. Message on the 9th, from London.

NOTE.—10 hours 15 minutes delay at Wentworth, caused by heavy thunder-storm on line at Wentworth, and in Sydney; *vide* telegram from Government Astronomer attached.

Empire's message from London received at Wentworth, at 10.13 p.m., and sent on to Sydney, on November 16th, at 10.15 p.m. Message on the 15th, from London.

NOTE.—No delay. Sent out on night of the 16th instant, Saturday, but could not be delivered on account of no person being there to receive it; was delivered and signed for on Sunday night, the 17th instant, in time for publication.

Empire's message from London received at Wentworth, on the 17th November, at 10.30 p.m.; sent to Sydney on November 18th, at 9.2 a.m. Message on the 16th, from London.

NOTE.—A delay of 10½ hours at Wentworth—line being interrupted. Since this date additional officers have been appointed, so that messages from Europe can be received, *vid* Wentworth or Albury, during the night.

E. C. CRACKNELL,
24/4/73.

G 3.

Telegram from the Government Astronomer to E. C. Cracknell, Esq.

SUNDAY, 10th November, I did not get any telegrams; thunder-storm and rain all afternoon at Sydney. Mount Victoria, thunder-storm and rain afternoon. Kurradjong, thunder-storm came from west in the afternoon. Denliquin, strong S.W. wind in the afternoon, passed over south-western districts, with rain lasting all afternoon at several places. Bathurst, no observations on Sunday afternoon.

G 4.

WITH regard to the European messages addressed to the *Empire* on the 9th, 15th, and 16th of November last, I can only state that they were transmitted from Port Darwin to Wentworth without any delay. I have not the recorded times with me, but I gave them in a letter to Mr. Cracknell some weeks ago, when inquiry was made concerning them.

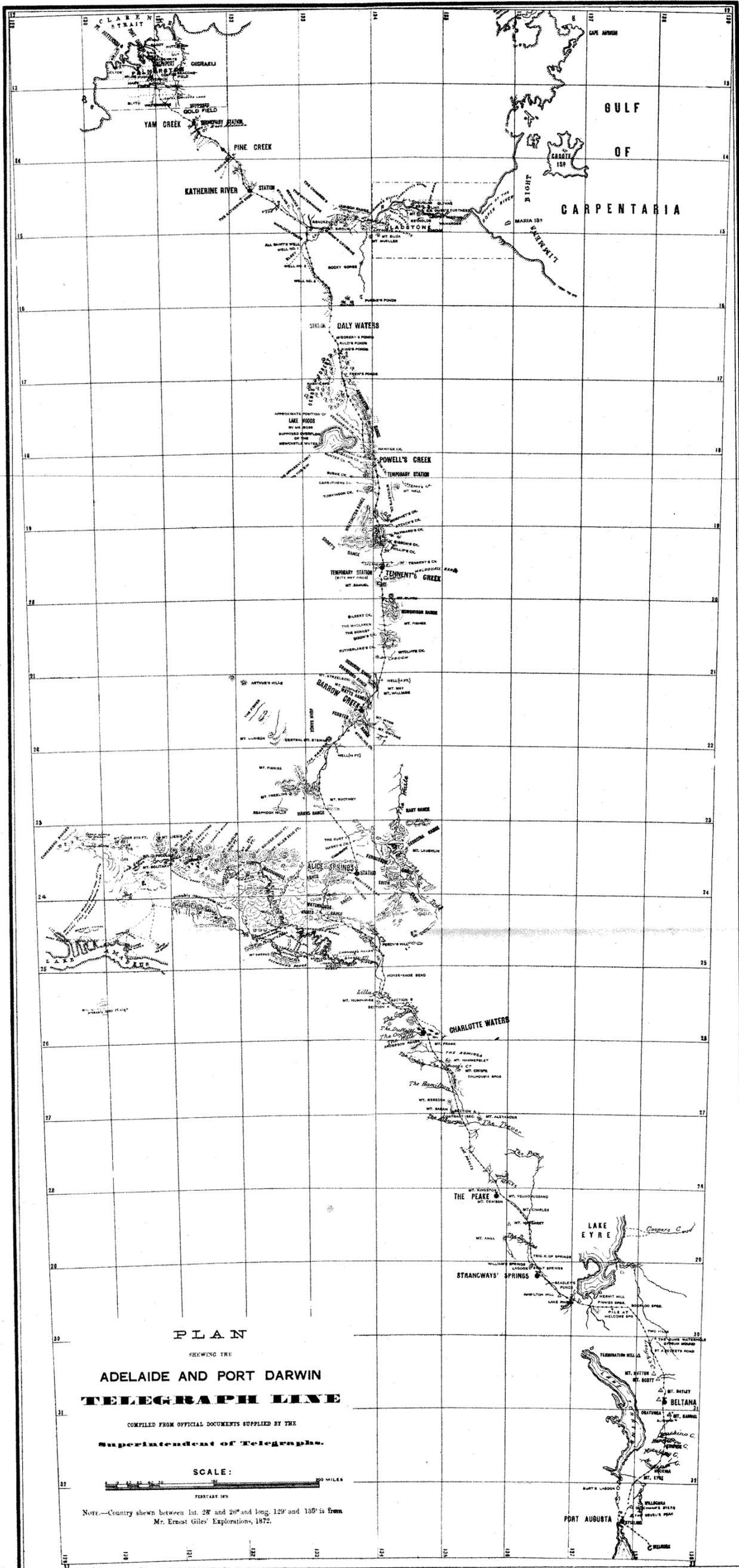
C. TODD,
Postmaster General and Superintendent of Telegraphs,
South Australia,
24/4/73.

H.

PAID by the *Sydney Morning Herald* to the Telegraphic Department.

	£	s.	d.
For the month of December, 1859	95	17	8
For the year 1860	1,013	5	10
" 1861	1,058	18	3
" 1862	893	17	8
" 1863	1,106	9	1
" 1864	1,082	10	1
" 1865	720	8	0
" 1866	1,473	19	6
" 1867	1,430	12	0
" 1868	1,125	2	6
" 1869	1,148	2	2
" 1870	992	4	0
" 1871	1,152	16	3
" 1872	1,218	13	8
	<u>£14,512</u>	<u>17</u>	<u>6</u>

[Plan.]



1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

WHARF ACCOMMODATION, SYDNEY HARBOUR;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
24 *April*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1873.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 6. WEDNESDAY, 13. NOVEMBER, 1872.

11. WHARF ACCOMMODATION, SYDNEY HARBOUR:—Mr. Parkes moved, pursuant to Notice,—
(1.) That a Select Committee be appointed, with power to send for persons and papers, to consider and report upon the best means of improving the Wharf Accommodation of "Sydney Harbour," and providing greater facilities for the loading and unloading of vessels.
(2.) That such Committee consist of Mr. Robertson, Mr. Allen, Mr. Clarke, Mr. Sutherland, Mr. G. A. Lloyd, Mr. Macintosh, Mr. Wearne, Mr. Hoskins, Mr. Watson, and the Mover.
Debate ensued.
Mr. Hannell moved, that the Question be amended by inserting between the words "Sydney" and "Harbour," the words "and Newcastle."
Debate continued.
Question put,—That the words proposed to be inserted be there inserted.
The House divided.

Ayes, 4.

Mr. R. B. Smith,
Mr. Nowlan,*Tellers.*Mr. Fitzpatrick,
Mr. Hannell.

Noes, 33.

Mr. Parkes,	Mr. Terry,
Mr. Farnell,	Mr. Greville,
Mr. Butler,	Mr. Hoskins,
Mr. Sutherland,	Mr. Oakes,
Mr. G. A. Lloyd,	Mr. Cunneen,
Mr. Innes,	Mr. Lee,
Mr. Hurley (<i>Central</i>	Mr. Webb,
<i>Cumberland</i>),	Mr. Clarke,
Mr. Baker,	Mr. Hill,
Mr. Booth,	Mr. Stewart,
Mr. Bennett,	Mr. Burns,
Mr. Cummings,	Mr. De Salis,
Mr. Allen,	Mr. W. C. Browne,
Mr. Warden,	Mr. Driver,
Mr. Abbott,	<i>Tellers.</i>
Mr. Grahame,	Mr. Single,
Mr. Thomas Brown,	Mr. Combes.
Mr. Scholey,	

And so it passed in the negative.
Original Question then put and passed.

VOTES No. 8. TUESDAY, 19 NOVEMBER, 1872.

4. WHARF ACCOMMODATION, SYDNEY HARBOUR:—Mr. Parkes (*with the concurrence of the House*) moved, without notice, That the Proceedings, Evidence, &c., taken before the Select Committee on "Circular Quay," during the Session of 1871-2, be laid upon the Table of this House, with a view to being referred to the Select Committee now sitting on "Wharf Accommodation, Sydney Harbour."
Question put and passed.
And the Clerk having laid the documents upon the Table,—
Mr. Parkes moved, That the papers laid upon the Table by the Clerk be referred to the Select Committee now sitting on "Wharf Accommodation, Sydney Harbour."
Question put and passed.

VOTES No. 92. THURSDAY, 24 APRIL, 1873.

25. WHARF ACCOMMODATION, SYDNEY HARBOUR:—Mr. Parkes, as Chairman, brought up a 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 13th November, 1872, together with Appendix.
Ordered to be printed.

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Proceedings of the Committee	4
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1872-3.

WHARF ACCOMMODATION—SYDNEY HARBOUR.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 13th November, 1872,—with power to send for persons and papers, to consider and report upon the best means of improving the Wharf Accommodation of Sydney Harbour, and providing greater facilities for the loading and unloading of Vessels, to whom was referred, on the 19th November, 1872, the Proceedings, Evidence, &c., taken before the Select Committee on "Circular Quay," during the Session of 1871-2,—have agreed to the following Report:—

Your Committee have examined a number of witnesses, several of whom, from their intimate acquaintance with the shipping and trade of the Port, appeared to be specially qualified to give valuable evidence. They have also taken the evidence of the Engineer-in-Chief for Harbours and Rivers, and of Lieut. Gowlland, who has for some time past been engaged in the Coast Survey Service. Plans of several projected works for improving the Wharf Accommodation of Sydney have been laid before your Committee, lithographed copies of which are appended to the evidence. Of the plans submitted, two appears to your Committee to be deserving of special attention,—the plan marked B, prepared by Mr. Moriarty, and the plan marked F, prepared by Lieut. Gowlland.

Looking to the future increase of the shipping trade of the Port, your Committee are of opinion that Lieut. Gowlland's plan offers the greater number of advantages; but they abstain from making any positive recommendation, as they consider that the Government must enter upon an independent examination of the plans and evidence with the assistance of those public officers whose professional knowledge is available in leading to a right conclusion.

Your Committee report the evidence and plans to your Honorable House without any further recommendation.

HENRY PARKES,
Chairman.

No. 3 Committee Room,
Sydney, 24th April, 1873.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 19 NOVEMBER, 1872.

MEMBERS PRESENT:—

Mr. Parkes,	|	Mr. G. A. Lloyd,
Mr. Sutherland,	|	Mr. Allen,
Mr. Wearne,	|	Mr. Watson.

Mr. Parkes called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Committee deliberated.

Clerk directed to prepare notice for the House,—to have the Proceedings, Evidence, &c., taken before the Select Committee on the "Circular Quay," during the Session of 1871-2, referred to this Committee.

Ordered,—That J. B. Watt, Esq., and E. Flood, Esq., be summoned to give evidence at next meeting.[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 22 NOVEMBER, 1872.

MEMBERS PRESENT:—

Mr. Parkes in the Chair.

Mr. Sutherland,	|	Mr. Allen,
	|	Mr. Wearne.

Extracts from the Votes and Proceedings, referring the Proceedings, Evidence, &c., taken before the Select Committee on "Circular Quay," Session 1871-2, to this Committee, *read* by the Clerk,—*Ordered*,—That the papers referred be printed as an Appendix. (*See Separate Appendix.*)

E. Flood, Esq., called in and examined.

Witness *handed in* plan of proposed Wharf Accommodation, Circular Quay. (*Vide Appendix A.*)

Witness withdrew.

J. B. Watt, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain Robertson, W. J. Green, Esq., and S. A. Joseph, Esq., be summoned to give evidence at the next meeting.[Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 26 NOVEMBER, 1872.

MEMBERS PRESENT:—

Mr. Sutherland,	|	Mr. G. A. Lloyd,
Mr. Clarke,	|	Mr. Macintosh.

In the absence of the Chairman, Mr. Sutherland called to the Chair.

Captain Robertson (*ship "Abergeldie"*), called in and examined.

Witness withdrew.

W. J. Green, Esq. (*Messrs. Lassetter & Co.*), called in and examined.

Witness withdrew.

The Chairman (*Mr. Parkes*) entered the room and took the chair.

S. A. Joseph, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That E. O. Moriarty, Esq., and John Keep, Esq., be summoned to give evidence at next meeting,—the former to produce plans of proposed improved accommodation for Circular Quay.[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 29 NOVEMBER, 1872.

MEMBERS PRESENT:—

Mr. Parkes in the Chair.

Mr. Sutherland,	|	Mr. Clarke,
Mr. Watson,	|	Mr. Wearne,
	|	Mr. Macintosh.

E. O. Moriarty, Esq. (*Engineer-in-Chief for Harbours and Rivers*).

Called in and examined.

Witness *handed in* four plans of proposed improvements, Circular Quay. (*Vide Appendices B, C,*

D, E.)

Witness

Witness withdrew.
 John Keep, Esq., called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That B. Buchanan, Esq., S. Dickinson, Esq., and Captain Robertson, be summoned to give evidence at next meeting.
 [Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 3 DECEMBER, 1872.

MEMBER PRESENT :—

Mr. G. A. Lloyd.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 6 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. G. A. Lloyd, | Mr. Watson,
 Mr. Wearne.

S. Dickinson, Esq., called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That W. A. Duncan, Esq., and Mr. John Bell, be summoned to give evidence at next meeting.
 [Adjourned until Tuesday next, at *Eleven* o'clock.]

TUESDAY, 10 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. G. A. Lloyd, | Mr. Watson,
 Mr. Macintosh.

W. A. Duncan, Esq. (*Collector of Customs*), called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That C. Harrild, J. R. Myhill, and Mr. John Woods, be summoned to give evidence at next meeting.
 [Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 13 DECEMBER, 1872.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 20 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Watson, | Mr. G. A. Lloyd,
 Mr. Sutherland, | Mr. Wearne.

Mr. Charles Harrild (*Assistant Harbour Master*) called in and examined.
 Witness withdrew.
 Mr. John R. Myhill (*Harbour Master*) called in and examined.
 Witness withdrew.
 Committee deliberated.
Ordered,—That T. S. Mort, Esq., be summoned to give evidence at next meeting.
 [Adjourned until Thursday, 16 January, 1873.]

THURSDAY,

THURSDAY, 16 JANUARY, 1873.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Watson, | Mr. Sutherland,
Mr. G. A. Lloyd.

T. S. Mort, Esq., called in and examined.

Witness withdrew.

Committee deliberated, and adjourned.

Chairman to arrange next meeting.

THURSDAY, 30 JANUARY, 1873.

In the absence of a quorum, the Meeting called for this day lapsed.

TUESDAY, 11 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Parkes, | Mr. Sutherland.

In the absence of a quorum, the Meeting called for this day lapsed.

FRIDAY, 14 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Clarke, | Mr. Wearne,
Mr. Macintosh.

Captain Burns called in and examined.

Witness withdrew.

Captain Hixson called in and examined.

Witness withdrew.

Lieut. John Gowlland called in and examined.

Witness handed in plan of proposed improvements, Circular Quay. (*See Appendix, F.*)

Witness withdrew.

Committee deliberated.

Ordered,—That E. Flood, Esq., be summoned to give evidence at next meeting.

[Adjourned to Tuesday next, at *Eleven* o'clock.]

TUESDAY, 18 MARCH, 1873.

MEMBERS PRESENT :—

Mr. G. A. Lloyd, | Mr. Wearne.

In the absence of a quorum, the Meeting called for this day lapsed.

WEDNESDAY, 9 APRIL, 1873.

MEMBERS PRESENT :—

Mr. G. A. Lloyd, | Mr. Wearne.

In the absence of a quorum, the Meeting called for this day lapsed.

THURSDAY, 17 APRIL, 1873.

MEMBERS PRESENT :—

Mr. Parkes in the Chair.

Mr. Watson, | Mr. Clarke,
Mr. Sutherland, | Mr. Wearne.

Edward Flood, Esq., called in and further examined.

Witness withdrew.

Committee deliberated.

[Adjourned to Monday next, at *Two* o'clock.]

MONDAY,

MONDAY, 21 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Parkes in the Chair.

Mr. Wearne, | Mr. Clarke,
Mr. Sutherland.

Lieutenant John Gowlland called in and further examined.

Witness withdrew.

E. O. Moriarty, Esq., called in and further examined.

Witness handed in plan of "Detail Sketch of Jetty" (*Vide Appendix G, 1*); also estimate of cost of Timber Jetties for Circular Quay. (*Vide Appendix H.*)

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Symons and Mr. Nancarrow be summoned to give evidence at next Meeting.

[Adjourned until to-morrow, at Two o'clock.]

TUESDAY, 22 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Parkes, | Mr. Wearne.

In the absence of a quorum, the Meeting called for this day lapsed.

WEDNESDAY, 23 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Parkes in the Chair.

Mr. Wearne, | Mr. Sutherland,
Mr. G. A. Lloyd, | Mr. Macintosh.

Mr. Richard Nancarrow called in and examined.

Witness withdrew.

Committee deliberated.

Chairman handed in a letter from Mr. Symons, a witness summoned for this day.

Ordered to be appended. (*Vide Appendix I.*)

[Adjourned until to-morrow, at Two o'clock.]

THURSDAY, 24 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Parkes in the Chair.

Mr. Clarke, | Mr. Macintosh,
Mr. G. A. Lloyd, | Mr. Sutherland.

Chairman submitted Draft Report; same read and agreed to.

Chairman to report to the House.

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1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

WHARF ACCOMMODATION, SYDNEY HARBOUR.

FRIDAY, 22 NOVEMBER, 1872.

Present:—

MR. ALLEN,
MR. PARKES,

MR. SUTHERLAND,
MR. WEARNE.

THE HON. HENRY PARKES, ESQ., IN THE CHAIR.

Edward Flood, Esq., examined:—

1. *Chairman.*] This Committee has been appointed to inquire into and report upon the best means of E. Flood, Esq. improving the wharf accommodation of Sydney Harbour, and to provide greater facilities for the loading and unloading of vessels. It has been thought by the Committee that from your experience of late years 22 Nov., 1872. in the large transactions you are understood to have had in your hands, in connection with the shipping of the port, you would be able to afford them valuable information, and they are desirous of learning, in the first instance, what are the wharfs at the present time, and what are the drawbacks to the expeditious discharge of ships, and the general accommodation to the shipping interest, and then they would be glad to receive from you any suggestions you may be disposed to offer for remedying this state of things. We should be glad to learn, in the first place, what you consider the existing obstacles and drawbacks; for instance, do you think the Circular Quay, at the present time, affords the accommodation for the loading and unloading of ships which a port like ours ought to afford? No, I do not. I think the Circular Quay in its present state, looking to the commercial importance of the port, is a disgrace to the country.
2. Perhaps you will be kind enough to point out some of the most prominent points of objection upon which you found your opinion that it is a disgrace to the country? Very little has been done by artificial means at the Circular Quay; with the exception of some costly but insignificant improvements, almost everything there now appears as it originally did at the first landing of Governor Phillip, 84 years ago. A quotation from his journal, when he surveyed the portion previous to his taking possession of this Colony, is appended hereto, which confirms this statement. By this it will be seen that ships could anchor close to the shore, which they can only do at the present time, at the eastern side of the quay.
3. That is, as I should gather from your remarks, the natural strand afforded a kind of wharf accommodation, and all that has been done has been to extend that a little into the water? Yes; I can recollect when a ship required to have her bottom examined, she was hove-down on the rocks, near where my stores are built, called the heaving-down place. I say, without fear of contradiction, that that part of the quay has been very little improved. A ship lying at the east side of the quay cannot approach anything like the landing-place within about 60 feet. There has been some slight improvement in the shape of a stone wall, but outside of the wall there are a considerable number of rocks projecting about 15 feet, and which are bare at low-water.
4. What time do you speak of when you say a ship was hove-down opposite your own stores? I should think it is about 40 years ago.
5. Could a ship as large as the "Ann Duthie" have come sufficiently near the shore to discharge with a long stage? Yes, I think so; quite as close as they can now.
6. A little longer than they have a necessity to use now? I have no doubt of it; just about the same spot, near the heaving-down place, any of our large ships could have been unloaded with the stages we have now in use.

E. Flood, Esq. 7. Then, as a matter of fact, I gather that the difference between the accommodation afforded now and the state of that side of the cove, before anything was done, is only in that a few feet of additional stage is necessary? That is all.

22 Nov., 1872.

8. Are there any other drawbacks or wants that strike you as prominent, to a proper system of accommodation for the shipping, as to the discharge of goods and their being put in places of security from the weather? I need not point out to the Committee the great drawback it is to those following the pursuits of mercantile business in having, first of all, to lift the cargo out of a ship's hold, to land it on a stage on the ship's deck, and then to pass it to another stage, which from the ship's rail will be about 70 feet, before the goods can be landed upon *terra firma*. It appears to me to be a great inconvenience. Goods are seriously knocked about and damaged by the rough usage they receive from the lumpers, in consequence of the want of a different mode of landing them, or of a different place to land.

9. Have you known any instances of valuable goods being damaged by being tumbled over these stages? It is a common occurrence for boxes of candles and other packages to be broken, by being tumbled over the stages.

10. Have you known instances of valuable packages of goods, such as large mirrors, having been broken? I do not know that I ever saw a case of glass broken, but I have no doubt scarcely a ship comes into port but damages of this kind take place, more or less, from the causes I have assigned.

11. Is there a deficiency of storage for the immediate protection of goods after their discharge from the ships? There are no stores on the Circular Quay—no public stores—or stores belonging to the Government.

12. How then, as a matter of fact, are the goods stored;—are they for the most part carted away to the respective stores of the consignees in town, or lodged in private stores in the neighbourhood of the quay? All goods upon which duty has been paid according to law, as soon as they go over the ship's side are in the charge and at the risk of the consignee.

13. But what is the usual practice;—are they taken away to the consignee's store, or to a great extent stored in private stores in the neighbourhood? I am not aware of there being such stores. No doubt the consignees make arrangement for the storage of their own goods, either in their own or some other stores, as almost all the goods are cleared away before night.

14. If they are not cleared away they are at the risk of the consignee? I have sometimes allowed friends of mine to put their goods in my stores to prevent the wet getting to them.

15. So far as the public accommodation is concerned, there are no means whatever of protecting these goods? None.

16. Have you visited the London Docks? Frequently.

17. There is no such accommodation in the London Docks? None of the kind. In the London Dock you have large sheds and stores immediately abutting on the docks, and you have every modern and most approved contrivance, by means of steam and otherwise, for the purpose of loading and discharging ships.

18. Have any other great deficiencies attracted your attention in any respect with regard to the general accommodation? I think a steam-crane is much wanted in some part of the Sydney Harbour, either afloat or at one of the landing-places, so that ships having heavy goods on board might easily be discharged.

19. Is there any difficulty arising out of the regulations of the port, or arising out of the deficiency of wharf accommodation? I have known ships to lie in the harbour some eight or ten days before they could get berths at the Circular Quay. The Circular Quay in its present state will accommodate only twelve ships at the outside.

20. Have you any acquaintance with persons engaged in the shipping trade, such as commanders of large ships or their agents? I know most of the regular traders here.

21. Have you heard any complaints made by that class of business men? I have heard many complaints made by shipmasters; I cannot say I have heard complaints from agents.

22. It has been stated, and very likely if it is the fact you have heard it, that large shipowners have objected to sending their ships to Sydney because there is not sufficient wharf accommodation? I have frequently heard that. I heard in London complaints as to the delay caused by getting berths for shipping to unload and load; and another difficulty that existed was that shippers or consignees did not get their entries passed till the time limited by law had expired.

23. What is the time? I think the time then was seven days; it is now forty-eight hours.

24. What has occurred to you as a good plan for affording the requisite accommodation? I have seen a plan proposed by the Government, or by the Engineer-in-Chief of Harbours and Rivers, which was produced before a Committee of the Assembly, of which I was a Member some two years ago, which I call the saw-tooth principle, and a suggestion to run a jetty down the centre of the cove. With every respect to the Government authorities, and to the parties to whom I have alluded, I do not agree with either of those plans. I approve of that plan which will be most economical and will give the largest amount of accommodation to the public; and to attain that object I should recommend what is known by the term of jetties or wharves, built at right angles or in such position as will be most suitable, looking to the curves in the Circular Quay.

25. Is that something like what you mean. (*Handing to the witness a sketch. Vide Appendix A*)? Yes, that is a somewhat similar plan which will give the greatest amount of accommodation at the Circular Quay. Some of the curves there will have to be straightened, and by doing that you will gain a large area for landing. I have gone into this matter in my own way, and I think at the east side we could have at least six capacious jetties, with sufficient room for two ships between each, and for ordinary coasters to go in if necessary for the purpose of taking goods out of the ship, or taking them out of the coasters and putting them into our London traders; and I think the kind of jetty that would answer such a purpose, after straightening and filling up certain parts of the Circular Quay to deep-water, should be carried out about 200 feet and be 80 feet broad, which would give ample accommodation for two ships.

26. You would have a railway down each jetty? If I had a jetty opposite my stores I think I should have a railway laid on to the quay, so that everything could go from my store to the ships' rails. If the jetty were 200 feet by 80 feet, and the basin or space between about 115 feet at the outside, that would give ample space to accommodate two ships at each jetty. While upon this subject I will point out my objection to the plan of the Government. We have at the present time lying at the Circular Quay, opposite the store, a ship called the "Abergeldie"; she is 240 feet in length, and we have sometimes ships even longer—for instance, the "Sobraon," which is about 300 feet. The "Abergeldie," being 240 feet,

takes

takes up the whole space, and I may say more space, because the bowsprit projects beyond the 240 feet; E. Flood, Esq. and if you take the basin at 115 feet, and two ships at 40 or 42 feet, which would be about the maximum beam of our London traders (say 82 feet), so that we get accommodation for two ships and 76 feet to spare. 22 Nov., 1872. We could accommodate from the ferry wharf, at the north-eastern side of the cove to the wharf, where the Manly Beach steamer leaves, at the western side, about twenty ships, and have ample space and convenience for taking goods to and removing them from these ships. Nothing could be more easy, and it would effect a great saving of time. It would not be necessary for any of these ships to drop anchor; they would haul up alongside the jetty, and make fast to bollards built into it for that purpose. In connection with this I would recommend, if this plan is adopted, that there should be about three moorings, to which buoys should be attached, at distances suitable, looking at the length of the harbour, so that ships could haul off to the buoys, be picked up by steamers, and taken off to sea. No danger then could arise to ships in moving.

27. What are your main objections to the proposed central jetty going out somewhere near the Princess Stairs to the mouth of the Cove? I look upon it as a novelty; and it has been suggested by the fact of there being something of the kind at Melbourne. There they were compelled to build such a jetty, but here, where we have a natural landing-place, which, with the jetties I have suggested, would accommodate twenty vessels, such a plan would not be advisable, inasmuch as it would not accommodate an equal number, and would be open to this further objection, that all the goods from the vessels at the northern end must pass every ship on the jetty. There are also private stores along nearly the whole site of the plan I propose. If you look at the plan I propose you will see that every ship is quite independent, has her own landing-place, and her own jetty, and lands her goods on *terra firma* as soon as they are out of the ship, where drays can take them away, if the use of drays is to be continued at Circular Quay. At Sandridge they are necessitated to have a railroad, and it runs down the centre of the pier, and no doubt is a very good arrangement, as it at once conveys their goods to the warehouses. We hear a good deal about the accommodation afforded to shipping in Melbourne, but it is to be borne in mind that their stores and warehouses are some two or three miles from the place of landing, and we do not need the arrangements here that are necessary with them; and I am satisfied that if half or a third of the amount were expended upon the Circular Quay that has been laid out upon the pier, and all the works connected with it at Sandridge, we should have one of the finest docks in the world—if the plan I have recommended was adopted. I would enclose the whole area connected with these improvements and erect open sheds all the way round. I would also erect sheds over the jetties, say to the extent of 60 feet, leaving 10 feet clear at each side. Gaugers will have ample space to gauge spirits under the shed between the jetties, and not as at present in the street, exposed to the broiling sun and in the public thoroughfare. Labourers have with bottles and other vessels been watching opportunities to walk off with grog and get drunk on the quay. Some gentlemen are of opinion that it is necessary to enclose each wharf separately, so that the owners of any particular ship may have the yard exclusively to themselves. I do not think that is at all necessary, as I would enclose these jetties entirely from one end to the other, and would have proper gates opposite each jetty, to be open during working hours, but to be closed at night. There should be three wicket-gates, each supplied with proper lamps and watchmen to prevent the passage of contraband goods, and the ingress or egress of any persons but those connected with the ships lying at the jetties. This is the practice at the London Docks.

28. *Mr. Allen.*] The place you have spoken of as the heaving-down place is on the east side of the quay, near the site of your own stores? Yes, on the east side; you may see the rocks now projecting into deep-water.

29. Do the objections you have made apply to the opposite side of the quay? No, that has been considerably improved, but it will only take three large ships.

30. Are there any public stores on the opposite side of the quay to which goods can be removed from the vessels? No.

31. These sheds which you propose to erect;—will they be for the purpose of storing goods liable to duty, and on which duty has not been paid? I do not propose that we should build stores for the public, but I think the public ought to have some part of the quay; it might retain some part of the quay where there would be sufficient space to erect a bonded warehouse, so that where the entries were not passed goods could be removed into them.

32. What advantage would it be to have these sheds if goods as they were landed, liable to duty, were not allowed to remain there? It would facilitate the landing of goods in wet or showery weather. At present, although the captain may do everything in his power to prevent damage to goods, he is liable for any injury done to goods by wet.

33. Still all goods must be removed on the day on which they are landed? All dutiable goods are landed within a certain time. I think spirits and tobacco cannot be landed after 1 o'clock, to give the authorities time to see them bonded.

34. Still very few goods are landed now that are not dutiable, subject to *ad valorem* duties? Nearly all; and nearly everything is taken away during the day.

35. Then this proposal of yours would still require them to be taken away during the day, and would give no facility for the storage of goods? I suggest the building of sheds as not of so much importance as the building of jetties, but as places beneath which goods could be examined as soon as landed. At present, much inconvenience arises both to the consignees and to the public from there being no place where the goods can be examined without carting them away to the merchant's office, when they are supposed to have been undervalued, or where false estimates have been passed, and some of the goods have been removed before examination.

36. How would it expedite the unloading of ships if goods could not be stored faster than they are now carted away? The goods would be discharged under the shed, and the consignee would have to take them away. They are at his risk as soon as landed; and if they were landed upon the wharf in wet weather, between showers, and there were no sheds to cover them, he would be liable to suffer loss.

37. You would not propose to put these goods on the wharf at the risk of the consignee, if the sheds were not under some control—if they were not enclosed or protected from pilfering? When the gates were open, everything could pass out of them by permit, and none of the goods would be put over the ship's rail without a Customs' entry had been passed. As soon as that had been passed, or the time had elapsed, the goods would be put over the rail, and be removed as fast as possible.

- E. Flood, Esq. 38. Unless the Government take the responsibility while the goods remain in the shed, allowing a certain time for the consignees to remove them, would you allow vessels to put them out as quickly as they can, leaving them at the risk of the consignee? Yes; you have such a law already.
- 22 Nov., 1872. 39. But you must be aware that at the Circular Quay, if there were a dozen vessels discharging at those jetties you propose, it would be difficult, if not impossible, to take away the goods during the day? Not at all; the same rule applies now. And were it otherwise, and goods allowed to remain for an indefinite period, there would be nothing but confusion when you had a considerable number of ships discharging and loading at the same time.
40. But there are not the same number of vessels discharging? The complaint is that ships cannot discharge quickly enough; and I think we could discharge them as quickly in this port as in any in the world if we had the proper accommodation and appliances. When a captain passes an imperfect entry, the object is to get the goods out of his ship as fast as possible, and they are then taken charge of by the Government, and put in a place of safe keeping, until the duty has been paid.
41. Precisely; that is the point I am coming to. If facilities are given to vessels to discharge, should there not be some place where goods should be lodged until the consignee has the means of taking them away? If you had a law of that description, and consignees had a discretionary power, I do not know what time they would require for the removal of their goods; certainly not until they were sold; you would never get them out of the shed, or off the wharf, excepting in the case of those goods for which the captain had passed an imperfect entry. You would never be able to give accommodation with all the sheds and stores you could build, if you allowed the public *ad libitum* the use of these sheds.
42. Unless you made some charge for the use of them, and an increased charge beyond a fixed time? I am not in favour of building any stores for the accommodation of the public, except these sheds which I propose, such as you will see in America and in Liverpool. In Liverpool the docks are very extensive, and, as far as I recollect, all the accommodation there, with one or two exceptions, is by open sheds.
43. Have you heard any complaints against the Customs regulations as a cause of delay in the discharging of vessels? You may hear complaints daily.
44. Reasonable complaints? I am incompetent to go into the question as to whether there is reasonable cause of complaint or not, but we know that taxes are obnoxious to all, and where they have to be paid they are met with all sorts of objection.
45. I mean mainly as to the working over hours, or the jerquing of vessels when no dutiable goods are on board? Yes; ships ought to be allowed to discharge from 6 o'clock in the morning till 6 in the evening, without paying any overtime or additional charge. At present they are only allowed to work from 9 o'clock till 4, which often causes great inconvenience. I know considerable inconvenience has been caused by the limited time allowed to work on board ship; sometimes very considerable time elapses before the goods are jerqued, and much inconvenience is experienced, but I must say that when any objection has been made by a subordinate officer, an application has been made to the Collector, and, if in his power, he has invariably removed the difficulty at once.
46. Have you not heard frequent cases where the Collector himself has refused to allow even coals to be put on board ships as ballast, to keep them steady? I have heard of objections having been made to the shipment of coals, but cannot cite any particular case. I know that most of those with whom I am intimately acquainted have stated that whenever they have applied to the Collector he has been willing to give the facilities required, provided they were reasonable.
47. *Mr. Sutherland.*] You have mentioned the means of storage at the London Docks;—were these public or private? I think the London Docks are private property. In these docks, in addition to the sheds, there are immense warehouses for receiving and stowing away goods, the same as at Liverpool.
48. I think you said you proposed this plan, because you thereby secured the largest amount of accommodation with the least money expenditure? Yes, and no other plan that I have seen would so facilitate the moving of ships, bringing them to, and taking them from the jetties.
49. And you propose that your plan should include from the North Shore Ferry to the line of Pitt-street? Yes.
50. What did you mean when you said you wished some portion of the Circular Quay to be cut away? Not to be cut away, but some portion to be filled in; there is quite an elbow in one part—this I would fill in.
51. To make it straight from point to point? Yes. I do not know why the quays in our beautiful harbour should be circular. I would suggest that they should be made square. A ship is not circular, but five-sixths of it is straight, the bow only being circular, and therefore a square quay would afford greater accommodation. There is one other point with reference to this inquiry to which I should wish to allude—the silting up of the harbour. I think it most undesirable that the silt should be allowed to flow into our beautiful harbour, and that then it should be dredged up and conveyed away at an enormous expense. This might be prevented by means of proper silt-traps all round Circular Quay, and particularly at this part where it is at present unimproved. I would recommend that there should be a declivity from the water's edge to the surface culvert, and at intervals silt-traps sufficiently capacious, say 6 or 8 feet long and 4 feet broad, brought over so that they could be covered with the ordinary man-hole grating. From this there should be a drain-pipe, to take the water off a little below or about high-water mark. The silt-trap would retain all the silt, which should be removed whenever it was necessary, and the City authorities should be applied to to retain the silt in the various channels that now run to the Circular Quay, by proper silt-traps. It would be no difficult matter, but inexpensive, and an enormous public saving. I have seen, during a heavy rainfall, some 40 or 50 tons of silt carried down Macquarie-street, over Mr. Darvall's land, into the harbour; and this has to be taken up again by the expensive process of dredging. This expense might be avoided by making proper arrangements for detaining the silt in these silt reservoirs.
52. *Chairman.*] Is there any other observation you would desire to make to the Committee? Yes. I am of opinion that passenger steamers should not be allowed to come south of the present wharf at the north-east end of the Circular Quay, and ample accommodation could be made to provide for them below that wharf, along the Fort. These steamers are the greatest possible inconvenience to ships moving from one side of the cove to the other, and which can only be done by means of warps, over which the steamers pass.

ADDENDUM.

E. Flood, Esq.

Extract from Governor Phillip's Journal.

22 Nov., 1872.

"After touching at Santa Cruz, in the Island of Teneriffe, at Rio de Janeiro, and at the Cape of Good Hope, in order to procure refreshments, and lay in a proper quantity of the various kinds of live stock, at all of which places Captain Phillip and the officers of the squadron were treated with the most marked respect and kindness by the different Governors, the fleet all arrived safely at Botany Bay, in detached portions, on the 18th, 19th, and 20th January, 1788. After landing and carefully examining this Bay, it appeared that, though very extensive, it did not afford a sufficient shelter from the easterly winds; and as the soil in the vicinity of the harbour was likewise of a very indifferent quality, the Governor, previously to giving orders for a disembarkation, fortunately resolved to examine Port Jackson,—a bay mentioned by Captain Cook as lying a short distance to the northward. Captain Phillip, after making some necessary arrangements, in case he should be disappointed in his hopes of finding a fitter situation for the establishment of his new government, set out on this expedition on the 22nd January, taking with him three boats, in which were Captain Hunter and several other officers, in order that, by examining several parts of the harbour at once, greater dispatch might be made. Early in the afternoon of the same day they arrived at Port Jackson, which is only three leagues distant from Botany Bay, and had the satisfaction to find one of the finest harbours in the world, in which a thousand sail of the line might ride in perfect security. The different coves of this harbour were examined with all possible celerity, and the preference was judiciously given to one in which they foresaw that ships could anchor so close to the shore that quays might be constructed at an inconsiderable expense. This cove they found about half a mile in length, and a quarter of a mile across at the entrance; and in honor of Lord Sydney, the Governor gave it the name of Sydney Cove."

John B. Watt, Esq., examined:—

53. *Chairman.*] This Committee has been appointed to consider and report upon the best means of improving the wharf accommodation of Sydney Harbour, and for providing greater facilities for loading and unloading vessels. It was thought, from the extensive business of your firm in connection with the shipping interest, that you would be able to afford the Committee valuable information. We shall be glad to know from you whether you consider the wharf accommodation at present insufficient, and if you do, what are the most prominent points of objection to its present state? I need hardly say that the natural advantages of the port are superior to the natural advantages of almost any port I know, but partly owing to neglect these natural advantages have been largely neutralized. For instance, on the eastern side of the Circular Quay the water has silted up a good deal, and ships are now compelled to discharge with very long stages, of from 60 to 80 feet, which involves a great deal of breakage of goods, and considerable expense to the ships. Another great drawback is that when the goods are landed there is no place immediately accessible for putting them under cover, so that in wet weather ships are delayed discharging altogether, and as the ground is afterwards sometimes for a day or two saturated with wet, still further delay is occasioned, after the rain has ceased. Both these are disadvantages that could easily be remedied, either by extending from the present frontage of the Circular Quay, on the eastern side, or by deepening the water so as to allow ships to come alongside, and by the erection of sheds. I do not know whether it is in the power of the Government to erect sheds on the Circular Quay itself. The quay having been proclaimed a public thoroughfare I suppose the erection of sheds upon it would be considered an obstruction, but if short jetties were carried out from the quay there could be no objection to the erection of sheds upon them. (*The Chairman handed to the witness the sketch marked A.*) I have seen a plan of this sort, and I have also seen one prepared by Mr. Moriarty; I much prefer the latter to this.

J. B. Watt,
Esq.

22 Nov., 1872.

54. Have any instances come under your knowledge where ships have been detained a considerable time for want of a berth from the crowded state of the wharf at particular seasons? Yes, it occurs occasionally during the wool season. The ship that brought the subject most prominently before the public was the "Sobraon," a ship of heavy tonnage and draught of water. There is only one berth at the western side of the quay to which at present she could come close alongside. She had to wait eighteen days in consequence of another ship of almost equal tonnage occupying the berth. I have known other ships to have less or more detention from their desire to avoid unsuitable berths on the eastern side when the western berths were engaged. They have rather preferred waiting a few days in the hope of getting a berth where a shorter stage would be necessary.

55. What is the average tonnage of vessels trading between London and Sydney? From 1,000 to 1,200 tons.

56. What is the usual time occupied in discharging by a ship of 1,000 tons, after going alongside a wharf? From eight to ten days. The "Sobraon"—a ship of much heavier tonnage—discharged, on one occasion, in five days after going alongside the western quay, when she lay close to the wharf.

57. You said just now that you preferred the plan proposed by Mr. Moriarty? Yes.

58. That is on what some call the saw-tooth principle—one ship lying within another? Partly so. Mr. Moriarty's plan is to have jetties extending about 30 feet from the present quay, or so far as would take them out into deep water, each of these jetties being sufficient to accommodate one ship lengthwise; so that the ship should have that whole wharf to herself—that short jetty. This jetty would be covered over with a shed, so that the goods would be under cover immediately they were landed, and there would be no possibility of confusion arising from the mixing of goods by different ships. The sheds would be so constructed as to be thrown open entirely on both sides, and be 4 feet higher than the roadway, so that drays might back on a level with the jetty, thus avoiding breakage, delay, and confusion.

59. Do the present regulations of the port in any way interfere with the discharge of ships? The present regulations do not. We suffered a great delay for many years in consequence of the unnecessarily long period required for passing entries, but that is remedied.

60. The time now allowed you do not think unreasonable? No, it is not.

61. Supposing we had satisfactory accommodation for the discharge of goods from ships, what ought to be the period within which a ship should be discharged? There would be no difficulty in putting out 200 tons a day.

62. That would take about five days for the discharge of an ordinary vessel? Yes; of course it would depend upon the size of the vessel.

63. *Mr. Allen.*] Are you aware of the reasons assigned by the owners of large steamers for not sending them to this port? They have complained of the delay that has only recently been remedied.

64. Is it not mainly because the goods cannot be taken out of the ships in reasonable time, by quick despatch? Partly so; and that also may be remedied. I may say, in justice to the port, that a great deal has been said of the delay occurring here, which it has hardly been fair to say. With regard to the "Sobraon,"

J. B. Watt, Esq.
 22 Nov., 1872. "Sobraon," I know that she was obliged to be lightened before she could go alongside Sandridge Pier; now, we, with this plan of Mr. Moriarty, or some other plan of the kind, could accommodate a dozen ships of the largest tonnage now brought into the port, and could discharge them without any delay whatever.

65. *Chairman.*] Do you not think the other plan would afford more wharf accommodation, while there would be only two ships at one jetty in any case? The objection, as it strikes me, to that plan is, that it would facilitate the silting up of the harbour. Each of these jetties would be a trap to gather accumulations of mud and debris. Besides the two ship's cargoes would be mixed, and you would have a very limited space for delivery. I do not see that it is the object to crowd a great many ships at the Circular Quay. There is a great deal of wharfage accommodation in the port, and I take it the object of the Government is to give the best accommodation they can at the Circular Quay, and not to monopolize the wharfage. I have no interest in private wharfs; but I do not think the object of the Government is to injure owners of wharf property; all they are called upon to do is to give the best accommodation possible, not to devise plans to concentrate the shipping at that point. I have always held a strong impression that the Government did wrong in holding this wharf at all. If they do retain it I think some plan of this kind should be carried out: The wharf should be divided into sections, and let for long periods. At present, by the combination of wharfingers the whole water-frontage of Port Jackson is locked up, so that what is intended for a public benefit becomes a public wrong. By letting for a short period a low rent only is obtained, and the lessees come into competition with the owners of private property.

66. *Mr. Allen.*] If six jetties such as these were built on the western side of the quay, and were occupied by twelve ships, do you think there would be space for the discharge of these ships? No; the wharf would not bear the weight of the goods; it would go bodily down.

67. Then unless stores were constructed to take the goods directly from this jetty it would not be any accommodation at all to these ships, and would not answer the purpose intended? I do not think it would.

68. But these jetties would be a vast improvement to private property on that side of the quay? On the western side. The property belongs to Government.

69. Would there be room on the eastern side of the quay for the taking away of goods from twelve vessels discharging at jetties such as these? It would be very crowded, and there would be great confusion. Indeed when three London ships are discharging together, you see the wharf covered with goods; make three a dozen, and you may imagine what the confusion would be; there is not space for the drays simply.

70. Particularly if a portion of the jetty were occupied with sheds? I assume that you cannot put a shed upon the Circular Quay.

71. If it were erected there? The Circular Quay is narrow enough as it is. Some arrangement ought to be made to prevent the silting up going on on the eastern side of the quay; at present the silting up is facilitated by the construction of the wharf; it slopes to the water. I think it ought to be raised, a foot at least, along the front. I do not think the construction of this jetty would affect the value of property at all on the eastern side.

72. But you have said that it would be very inconvenient to take goods away as they were discharged; therefore they would be obliged to remain somewhere? I do not think you will ever have twelve ships crowded in such a space at the same time.

73. *Chairman.*] Has it ever occurred to you that Sydney Cove might be made into a large dock? I have often heard it talked of, but I do not see that any advantage would be gained by it. You would have a great body of comparatively stagnant water in the heart of the city, and the great object is to keep the water as clear as possible. This is the great advantage of Mr. Moriarty's plan. There is no wind that blows from the north with such violence as to do damage to shipping here, and a large body of water is kept as clear as possible. The only advantage to be derived from a dock would be the shelter afforded from the north wind. If the Government were ever to entertain the idea of forming a dock they should take it up New Pitt-street to Bridge-street, into the centre of the city. If the trade and business increased, as no doubt it will, this may have to be done at some not far distant day.

74. Jetties of that construction (*referring to sketch A*) would narrow the water very much? Yes. I may be wrong in my theory, but I think it would help to accumulate silt, which would shelve off and prevent the approach of vessels. I would also point out that at present a vessel cannot come within 40 or 50 feet or more of the quay unless you deepen the water; if it were deepened she could just as well lie alongside the wharf at once.

75. If it were not deepened 200 feet would not be long enough? Deduct from the length the distance the ship must lay off from deficient depth of water, and the discharge would be very inconvenient. I do not think you could place ships in position shown on the plan as the quay is at present.

76. *Mr. Sutherland.*] How many vessels do you think the Government should make provision for at the Circular Quay? Just as many as the quay can conveniently accommodate lengthwise. I do not think the object of Government should be to take a certain number of ships.

77. How many vessels come to the port in a year of a class that would require to be accommodated at the Circular Quay that cannot be comfortably accommodated at private wharfs? That is a very awkward question. I believe the whole of the ships that come here could be accommodated at private wharfs, and a large number would be but for this mistaken system of the Government in keeping this wharf in their own hands. It is painful to go round Darling Harbour and to see some of the most magnificent wharfs without a single vessel, because the Government retains this property, and allow it to go into the hands of a combination of wharfingers, whom it will pay to rent it and to allow their own wharfs to stand idle. In this way the public convenience is lessened.

78. *Chairman.*] What I understand you to say is that you are in favor of improving the present berths at the Circular Quay, but not of extending them so as to attract the whole of the shipping to them? Exactly. I think the Government have simply to say let us make this wharf as convenient as possible.

79. In reference to your answer just now, is it not the case that the Circular Quay is the most convenient wharf for the cartage of goods from the quay to the city? It is decidedly; and that was met in olden time, when there was open competition, by the wharfs in Darling Harbour conceding some of the wharfage; and the matter adjusted itself in that way. Those who chose to go to the Circular Quay paid for the greater convenience, and those who desired the concession went to the other wharfs. Thus there was a healthy competition. I do not think it is the duty or the object of Government to endeavour to provide
 for

for all the ships that come into the port, but to improve the property they have in their hands to the utmost. That is to say, that a plan should be devised to give the greatest amount of accommodation to the ships that can conveniently be taken.

J. B. Watt,
Esq.

80. When you say "that can conveniently be taken," you mean lengthwise? Lengthwise. The great advantage that would give to the ships would be that each ship would have its own berth, its own compartment, and the goods of each would be entirely distinct from those of others. I think it would also be a great convenience to the Custom House as each ship would be under the eye of a Custom House officer.

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81. I suppose you will admit that if public money is expended in carrying out improvements in the port, the object should be to make the port attractive to shipowners, and to afford facilities for the commerce of the port—I do not think any other object would justify improvements of the kind? That is quite right, but I draw this distinction: The object is to give the greatest facilities to a certain number of ships, and not to give a less amount of facility to a greater number of ships. The facilities offered by the Government would be copied by the private wharfs, and then the whole accommodation of the port would be improved.

82. The object would be to offer facilities to anyone who desired to avail themselves of them? Yes, but if we could give greater facilities for ten ships I think we should make a mistake to give less facilities for twenty. I conceive that by this mode (Moriarty's plan) we should give greater facility for a smaller number, and that ought to be the object in view.

83. You have heard of a project which has been started by different parties of carrying out a large central jetty at the cove? Yes, I saw it some twelve months ago; but the objection to it is that it would interfere so much with the free water of the cove. There is also another objection to it, namely, that a large quantity of goods would be landed from ships to be delivered on a comparatively narrow space at the end of the jetty.

84. I suppose that idea was suggested by the jetty at Sandridge? Yes; but the delivery of goods does not take place at Sandridge but at the railway terminus at Melbourne, where they do with the goods what is done with them at the Circular Quay here.

85. But the goods are carried away to a large shed or store, which protects them from the weather? Yes, the delivery takes place in Melbourne, and not alongside the vessel.

86. I think the goods are landed from the ships, rolled into railway-trucks, and then run into a large store, where they remain until the consignee takes them away? Yes.

87. *Mr. Allen.*] Mr. Moriarty's suggestion would have the same effect, especially if these sheds were enclosed? Yes, exactly, but without the necessity of an intermediate delivery for the same thing here.

88. *Chairman.*] I should gather from your evidence that you are entirely in favour of Mr. Moriarty's plan? It is the best plan I have seen. Mr. Thomas Mort wrote to me from Bodalla, before any mention was made of the present inquiry, urging me to look at Mr. Moriarty's plan. I did so, and after discussing it with that gentleman, was of opinion that it was the best plan I had seen.

89. Is there any other suggestion you desire to offer? No.

90. Have any cases come within your knowledge of shipowners preferring to send their vessels to other Australian ports in consequence of the alleged want of wharf accommodation? No. I am not aware of any. The "Sobraon" has gone to Melbourne this year, but not on that score.

91. *Mr. Allen.*] Was it not said of the "Somersetshire" and that class of vessels? They never came here, and I imagine the large second-class passenger trade was the inducement to go to Melbourne.

92. Was it not reported that they had not come here in consequence of the want of wharf accommodation in the port? If they have said so I should attach very little credit to the statement. Formerly it was the case that a vessel might come here and lie in the cove eight days before entries could be passed, and farther have to stay several days waiting a suitable berth, or rigging a stage, before the goods could be discharged. It might have occurred at that time that goods could be sent to Melbourne, and thence to Sydney, where they could be delivered sooner than if sent to Sydney from London direct. In one case two ships started from Calcutta with rice; they left Calcutta and arrived in port—one in Melbourne, the other in Sydney—at the same time, yet the rice from the Melbourne ship was being sold in Sydney while the other ship was lying here waiting for entries to be passed.

93. *Chairman.*] Has it come within your knowledge, as a merchant, that persons in Sydney have actually ordered goods to be sent by Melbourne ships, and then transhipped to coasting-steamers, and brought on to Sydney, in order to obtain them more quickly than they could rely on obtaining them by ships coming direct to Sydney? I have heard of such things in general terms, but I cannot speak of any particular case. I have been inclined to look upon such statements as figures of rhetoric rather than as simple facts. But for the purpose of saving freight, it has at some periods of the year been an advantage to send goods to Melbourne for shipment to England.

94. Would not the freight by steamers equalize the cost of sending goods direct from Sydney? As a matter of fact, during the last few months tin-ore and copper have been sent from Sydney to Melbourne, not for despatch, but because of the saving of freight. There has been a great want of dead weight at Melbourne, and ships would take it for 1s. a ton, so that it paid to send it there, because of the superabundance of dead weight here.

95. What did the shippers pay for having it conveyed to Melbourne? About 14s. a ton, but that cannot be cited as a proof of the greater despatch obtained by sending copper or tin-ore by way of Melbourne. Probably the other stories of goods being sent here by way of Melbourne, to which reference has been made, may have a similar explanation.

TUESDAY, 26 NOVEMBER, 1872.

Present:—

MR. CLARKE, MR. LLOYD,
MR. MACINTOSH.

THE HON. JOHN SUTHERLAND, Esq., IN THE CHAIR.

Captain William Robertson examined:—

96. *Chairman.*] This Committee has been appointed to consider and report upon the best means of improving the wharf accommodation of Sydney harbour, and of facilitating the loading and unloading of vessels. Have you traded to this port for any number of years? For five years.

Capt. W.
Robertson.

97. 26 Nov., 1872.

- Capt. W. Robertson.
- 26 Nov., 1872.
97. Have you turned your attention to the wharfage accommodation of Sydney, and do you consider it ample for the vessels at present trading to it? My attention has been more especially turned to the accommodation at the Circular Quay than at any other portion of the harbour.
98. Do you think the accommodation at Circular Quay at present [ample for vessels trading here? No, I do not.
99. Will you state to the Committee what you think would be an improvement upon the present wharf accommodation? My idea is that jetties should be thrown out so that ships could lay alongside without having to let go their anchors, or without having to use the immense stage they are compelled to do at present, very much to the injury of the ships.
100. Have you seen this sketch of Mr. Flood's (*handing Appendix A to witness*)? Yes, that is my idea.
101. To what length do you think these jetties should be run out to accommodate vessels likely to come to this port? I should say 150 to 200 feet would be long enough to accommodate any vessels trading to this port—so long as to allow of three-fourths of the ship being alongside the jetty.
102. What width would you have between the two jetties? It would require at least from 120 to 150 feet to accommodate two ships, so that two lighters might pass in and out to load and unload.
103. What width would you have the jetties? From 80 to 100 feet I think would give ample space for two large ships to load.
104. Do you propose that as the plan which would give the most accommodation for the least amount of outlay? I think so.
105. Have you ever considered the advisability of having one jetty carried out in the centre of the cove? That idea struck me on my first visit to Sydney. Since then I have altered my opinion, as I think it would lead to a great amount of confusion, as the whole of the goods would have to be carted from the end of the jetty. It would also obstruct the navigation of the cove, and do away with the accommodation on both sides I fancy.
106. Is there any other recommendation you would make to the Committee with reference to this matter? I would suggest that the North Shore steam-ferry-boats should ply from the end of the Circular Quay. At present they are a great annoyance, and their going among the vessels to the present pier is attended with risk, as ships are compelled to be covered in with canvass, and the sparks flying from the steamers' funnels are liable to set them on fire. I make it a rule not to go into the berths on either side of the ferry-pier, unless I am compelled.
107. Do you allude to the jetty for the ferry-boats, nearly opposite Phillip-street? Yes. I think these boats should land their passengers clear away from the shipping.
108. Do I understand you that the jetties to which you have referred should be covered in? Yes, the centre of it. My idea is that a clear passage should be left on either side of the jetty of from 15 to 20 feet, the centre shedded in, so that goods might be kept dry in the event of wet weather setting in when a ship was unloading. It would not be necessary that they should be entirely enclosed. If there were merely a roof over I think that would be sufficient.
109. Have you any suggestions to make to the Committee with reference to the giving greater facilities to the loading and unloading of ships? I complain only of the Customs' regulations, by which the discharge of liquids after 12 o'clock is stopped. Ships from London invariably have liquids at the bottom of the hold shipped as dead weight; and after 12 o'clock they are compelled to stop discharging them, because the gaugers have not time to gauge them before getting them into bond. It is a practice I have never seen adopted in any port but Sydney. At Melbourne they are put upon the tramway, taken up to the sheds, and the gaugers gauge them at their leisure. The present system involves a great waste of time to the ship. If there were bonds round or near the ship, so that the spirits or wines could be taken there and the gauger were allowed to gauge them at his leisure, it would give great facilities for the discharge of shipping. Bonds might be put up on the east of the quay if a small portion were reclaimed from the edge of the present quay to the rocks.
110. Do you mean by extending the present quay to deep water? Yes, outside of the rocks.
111. Outside of the present wall or face of the quay, and build bonded warehouses on that? Yes.
112. *Mr. Lloyd.*] What depth of water have you where you are lying? About 22 or 23 feet.
113. How far are you lying from the present wharf? About 80 feet.
114. Then you have to send your goods down a stage 80 feet long? Yes.
115. If the Government were to put these jetties as proposed, would the bows of your vessel be able to come close to the present Circular Quay? Yes.
116. Is there sufficient depth of water now, without any further dredging, for the bows of your vessel to come in close? If the piers were carried out to the edge of the rocks her bows would come in within 20 feet of the edge of the quay.
117. You say you have 22 feet of water where you are now lying? Yes.
118. Does the harbour deepen very suddenly after it leaves that 23 feet? No, I think that is about the average depth for at least 160 feet off the rocks at present.
119. Would you suggest in addition to covering the jetties that the Circular Quay itself should be covered in? A portion of it, especially on the eastern side.
120. So that goods immediately they were landed from a ship could go under cover at once? Yes.
121. How long does it take you to discharge your ship now? We rarely get clear of our cargo entirely in less than nineteen days.
122. How much time do you consider you would save if you could discharge at these jetties instead of at the stage as at present? Half the time I think.
123. You think it would be a great advantage to you if bonds could be erected on the Circular Quay, immediately alongside where you discharge, so that your goods could go from your ship right into bond? No doubt it would be a great advantage to the ship.
124. Have you ever discharged in Melbourne? Yes, many times.
125. Is there any delay in discharging there? None whatever.
126. Do the merchants pass their entries there the same as they do here, or is one entry passed for the whole ship's cargo? You can pass an imperfect entry and send the goods up to the railway-sheds.
127. Do you ever have to wait in Melbourne for a merchant's entry? No.
128. So that from the moment you commence with your first package you can go on discharging until the last? Yes.

129. I suppose you consider that a great advantage over our system? Yes; as an instance I may state that I had a ship of 1,300 tons there, and I discharged 2,130 tons of cargo and took in 600 tons of ballast, and was ready for sea in eighteen days.

130. How long would you have been occupied in doing that same work here under the present system? I think six weeks at the very soonest.

131. Do you think the facilities Melbourne offers induces a larger number of vessels to go there than come here? No, I do not think that induces them; there are a certain number of ships that are regular traders here that would not go out of the trade.

132. They are built for the purpose? They are built for the trade. In fact most of the Aberdeen ships are built expressly for this trade.

133. *Mr. Clarke.*] Do you propose to have these pier jetties of wood or stone? Wooden jetties.

134. They would be quite sufficient? Yes. With the piles projecting above the jetty, to allow a ship as it were to have something to lie against.

135. Is there not delay sometimes in merchants passing entries for other goods independently of bonded goods? Yes, we have that advantage when we pass imperfect entries. We have the advantage of passing imperfect entries if the proper entries are not passed within 48 hours after the ship is entered in at the Customs.

136. Do you attribute any of the delay occasioned to ships discharging to merchants not passing entries at the proper time? To a certain extent that causes delay.

137. Has not the ship the power, if goods are not taken away by a certain hour, to store them at the expense of the importer? No, I think not; we are free of all responsibility after the goods are put over the ship's side; the Customs, in the case of dutiable goods, take possession of them if the duty is not paid.

138. You are of opinion that when goods are over the ship's side you are clear of them? In certain cases our responsibility may not cease, but in the majority of cases the ship's responsibility ceases when the goods are over her side.

139. You said just now that vessels do not go to Melbourne in preference to coming to Sydney, on account of the greater despatch in discharging? I think not. The regular traders would come to Sydney under any circumstances.

140. Are freights higher in Melbourne than here? No; on the whole they are generally about the same. They fluctuate there as here.

141. *Mr. Macintosh.*] In Melbourne you are aware that when goods are landed from a ship they never leave the custody of the Government until they are in the railway-sheds? Yes.

142. Therefore the circumstances of Sydney are not the same? Of course not.

143. There is a different state of circumstances altogether in Sydney from that in Melbourne;—the goods are in the custody of the Customs even in the railway-sheds? Yes.

144. Are you not aware that freights are considerably lower at all times at Melbourne than at Sydney? No, I think Melbourne freights fluctuate as much as Sydney; sometimes they are higher at Melbourne. Two years ago freights were much lower here than at Melbourne, but generally speaking there is very little difference—they are nearly on a par.

145. Do you not think floating-jetties would be an advantage for the discharge of goods—these could be moved about, and would not be open to the objection to which other jetties are liable: that they promote the accumulation of silt? I think they would hardly answer for heavy ships as they would not keep them steady in strong southerly winds.

146. Do you think strong southerly winds would do any damage to vessels at the Circular Quay? They are so strong there sometimes that I am afraid the weight of the stage will break all our stanchions.

William Jonathan Green, Esq., examined:—

147. *Chairman.*] I believe you represent some mercantile firm in Sydney? I am a partner in the firm of *W. J. Green, Lassetter & Co.* *Esq.*

148. You have some considerable transactions with the shipping of this port? We are large importers of goods.

149. This Committee has been appointed for the purpose of taking evidence as to the best means of improving the wharf accommodation of Sydney, and of facilitating the loading and unloading of vessels. Have you any suggestions to offer to the Committee with reference to these subjects? It has been much improved lately from what it was a short time since. There are not so many grounds of complaint now as formerly.

150. What were the grounds of complaint formerly; what portion of them have been remedied; or are there any remaining? One great complaint formerly was the length of time that elapsed before a ship could be discharged; but there is not so much reason for complaint on that head now.

151. State what the present complaints are; or if there is any inconvenience suffered which may be removed by the Legislature? I state only those things which come under my notice in connection with our firm; and one special matter is, that goods are discharged on the wharf without any cover; and, if rain comes on, they are exposed to all the elements—are liable to be, and sometimes are, damaged.

152. One of the witnesses has proposed the plan of a jetty, of which this is a sketch. (*Handing Appendix A to witness.*) What is your opinion with reference to that plan? I could hardly express an opinion off-hand. I think I should have a little more time; but my own idea is, that we should have one long jetty from the centre of the quay, similar to that at Sandridge.

153. You think that would be the cheapest and best mode of facilitating the discharge of goods? I think so.

154. Have you considered the matter with reference to the goods going to, or coming from, the ships moored there, having all to be taken in and discharged at one end of that jetty? No, I have not given that point consideration.

155. How many vessels would you propose to accommodate at each side of the jetty? That would depend upon the amount of accommodation required.

156. What do you think are the present requirements? As a general rule, I think the quay will accommodate all that require it; but occasionally, I understand, vessels cannot obtain accommodation when

- W. J. Green, Esq.
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- they want it, and if there were a much increased traffic to the port the accommodation would not be sufficient; but I do not think there is a very largely increased accommodation wanted at the present time. I think a jetty that would give room for three ships on each side would be sufficient for the present, but I could not say that that would meet the requirements of the port in five or ten years to come.
157. Do you think that would be a better plan than that suggested by a previous witness, of having jetties round the quay, each jetty to accommodate two vessels? I think so; but to such questions captains of vessels could give far better replies than I can, because they are practical men and understand the matter better.
158. Do you know anything of the private wharf accommodation of Sydney harbour? Not very specially; of course I know of it generally.
159. *Mr. Clarke.*] You say there is better accommodation in Sydney now than heretofore? Yes.
160. What are the causes of delay at present in getting goods from ships;—is it the fault of the ship or of the importer? I think as a rule it is the fault of the ship now; it was the fault of the importer formerly.
161. That is owing to the shorter time now allowed for passing entries? Yes; when I say it is the fault of the ship I mean the want of a better organization for landing goods.
162. You approve of a jetty or jetties in preference to the present mode of landing by stages? Yes.
163. The use of stages is one of the causes of delay? Decidedly.
164. Have you any knowledge of the mode of discharging at private wharfs? We have very little to do with them, excepting the steamers' wharfs; nearly all our goods go by steamers.
165. Your imported goods are chiefly landed at the Circular Quay? Yes, all, except those we get from Melbourne.
166. *Mr. Macintosh.*] Have you had goods kept on board ship for any length of time—a month or six weeks after arrival? Not lately; we have had formerly.
167. That is to say, you were ready to receive them, but could not get them from the ship? Yes; it has sometimes happened that six weeks have passed before we have got all our goods out from a London ship, but as a general rule ships are discharged in about three weeks.
168. Are you aware that at a certain season of the year London ships keep dead weight on board a very long time? Yes, they do.
169. Have you made complaints about it? No, I have never had occasion to make complaint.
170. You are aware of it? I have heard of such a thing, but I cannot speak from my own knowledge.
171. Are you aware whether London ships are in the habit of keeping heavy goods on board to steady them until they get their cargo in? I have heard such is the case, but we have never had to lodge a formal complaint on the subject ourselves.
172. *Mr. Lloyd.*] If this jetty were covered in, and the Circular Quay were covered in, do you think the merchants would be likely to use these covered sheds as stores, and not take their goods away until they wanted them? Merchants might; I cannot speak as to what merchants might do, but I speak as a tradesman. We want our goods in stock, and therefore should remove them as quickly as possible to our own stores.
173. There would be no inducement to you to allow your goods to remain there one moment after they were landed, even if they were at once placed under cover? No.
174. And it would be an advantage to get them much earlier than you do at present? It would be an advantage.
175. We have not the facilities for discharging ships here they have at Melbourne? No, ships are not discharged so quickly.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

S. A. Joseph, Esq., examined:—

- S. A. Joseph, Esq.
26 Nov., 1872.
176. *Chairman.*] This Committee has been appointed to consider and report upon the best means of improving the wharf accommodation of Sydney Harbour, and of providing greater facilities for the loading and unloading of vessels. The Committee have thought, from the extensive transactions of your firm in the shipping interests, you would be able to afford us some valuable information, and we would be glad if you would state whether in your opinion there are serious drawbacks to the transaction of the shipping business of the port now? In regard to any particular wharfs?
177. I allude chiefly to the Circular Quay. Still the Committee will be glad to receive any information on the general question? The wharf accommodation of Circular Quay is very defective at the present time in my opinion.
178. In what particular respects? More particularly on account of vessels not being able to come close to the wharf; being compelled to discharge over a narrow stage; and consequently being able to discharge only in a limited space, and requiring therefore a longer period to discharge.
179. Is there any inconvenience in ships getting berths alongside the wharf after their arrival;—is there any injurious delay to vessels from this cause? I do not think there is any great delay as far as the arrangements of the wharf are concerned. A berth has to be booked at the wharf, and then I think there is no great delay, but a ship can get alongside the wharf as soon as the berth is arranged for.
180. Have you seen the plan of the improvement of Circular Quay, prepared by Mr. Moriarty, the Engineer for Harbours and Rivers? I have examined all the plans in the possession of Mr. Moriarty—I have seen various plans at his office.
181. There is one in particular which proposes to construct jetties along Circular Quay, each jetty to be occupied by one ship? That is the plan which he calls the échelon wharf, and that in my opinion is the best I have seen. I have also seen at Mr. Moriarty's office a plan with two jetties, something like the Victoria Docks in London, and another with a series of jetties round the quay. The advantage to my mind of the échelon plan is, that a vessel can lie broadside on to the wharf, and the quay along the whole broadside of the vessel is available for the discharge of goods, that is to say, it is available for drays taking away the goods. That is more on the principle on which vessels lie in the docks in London, where they have room. Wharfs of that description would admit of sheds being built over them very well with sliding-

sliding-doors on the outside. They could be nearly all open to the discharge of goods in the day-time, and allow a large number of drays at the same time to load, and then they could be conveniently shut up at night with this sort of door. One of the advantages of this plan is, that it is proposed to build the platform of these wharfs about 4 feet higher than the present wharf, so that it would be just the height of the drays, and this would do away with the great expense of loaders, as the goods could be rolled over on to the drays as they came from the ship, and one could even afford to pay a slightly higher charge for wharfage by avoiding the expense of loading.

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182. What is the average time taken to discharge a vessel of 1,000 tons? At the present time I should fancy about three weeks.

183. Within what time ought a ship of that tonnage, with the requisite wharf accommodation, discharge? Much would depend on the number of hatches discharging, but I think a ship discharging from three hatches ought to discharge comfortably in from three to four days.

184. Have you at any time heard of complaints on the part of owners, of delay in the discharge of ships in Sydney? I have frequently heard complaints; and I have frequently heard complaints on behalf of consignees, at the same time, of not being able to get their goods from ships from their detaining them as dead weight for stiffening, because in the present state of the Circular Quay a vessel cannot lie right alongside the quay; she is obliged to keep in a certain amount of dead weight in consequence of the hanging of the stage on her side.

185. Allegations have been made that shipowners have preferred to send their ships to other ports in these colonies rather than to Sydney, on account of the facilities afforded in other ports? I think that is the fact. The owners of the line of ships I am intimately connected with did prefer sending their ships to other ports,—to Melbourne, for instance,—where they discharged very quickly alongside the harbour wharf, than to incur the delay they have been in the habit of incurring in Sydney. Much of that delay has been done away of late by shortening the time of allowing entries to be passed.

186. Do you think if Mr. Moriarty's plan were carried out it would afford sufficient accommodation for the large ships visiting the port? If it were carried out all round the Circular Quay.

187. Right round as far as the Government property extends? Right round as far as Campbell's Wharf.

188. I suppose you have heard that it has been proposed by some persons to construct a large central jetty, similar to Sandridge Pier, right from the centre of the Circular Quay, by the Prince's Stairs, to the mouth of the cove? Yes; I do not approve of that plan nearly as well as of the plan of Mr. Moriarty, because the terminus of this jetty would necessarily be very contracted; and supposing ten or twelve ships were lying at this jetty, five or six on either side, the whole of the goods from those ships would have a very contracted spot from which delivery would have to be taken. There is this difference between our position and that of Melbourne: the jetty here would be our delivery-point, but the railway-terminus at Melbourne is theirs.

189. Have you ever had your attention directed to the expediency of the Government holding in its own hands the Circular Quay, more especially in relation to private interests in other wharfs? I have had my attention called to it; I have often heard the matter discussed, but my opinion is that the Circular Quay being in the hands of the Government cannot in any way prejudice the interests of private wharfs. And, in fact, it is the best possible protection they can have, because private individuals are likely to compete more keenly, and look after their arrangements more keenly, I should imagine, than a wharf would be looked after were it in the hands of Government and carried on by the Government.

190. Then you do not think that in carrying out any improvements which might be deemed advisable in the Government wharfage that any attention need necessarily be paid to private interests? I do not think so at all. There is a certain quantity of trade that comes to this port that unless very convenient stores were built round the Circular Quay, which would necessarily go to other wharfs where the stores and wharf are in one hand, and where combined arrangements could be made for the two purposes of wharfage and storage, for instance tea, sugar, and grain cargoes. Generally the importers of these goods find that they can make better arrangements with the owners of both wharfs and stores than they could for the landing of their goods at Circular Quay, where they would have to incur the expense of wharfage, and also of cartage to convey their goods to other stores.

191. That applies mostly to Oriental cargoes? That applies mostly to cargoes consisting of small packages, upon which the wharfage is a very heavy item, and the cartage also a considerable one.

192. *Mr. Lloyd.*] Your firm are the agents for the White Star Line? George Thomson, junior, and Company.

193. The captains who come here in their vessels occasionally go to Melbourne? They frequently go to Melbourne.

194. So that you have the opportunity of comparing the course pursued here with that pursued in Melbourne. Is it not the fact there that the discharging of a vessel is continued from its commencement to its close, the goods being taken charge of by the Customs in Melbourne, and going into bond there? Yes.

195. Then everything is under the charge of the Customs' officers until the actual delivery takes place at Melbourne to the importers.

196. Do you think it would be a great advantage if some arrangement of that kind could be made here, by which a vessel could go alongside a wharf having covered warehouses connected with it belonging to the Customs, into which the goods could be discharged, and where they could remain under the control of the officers until they were delivered to the proprietors; do you think that would materially facilitate the discharge of cargoes here? I do not think it would materially facilitate the discharge of cargoes. A ship has the power at the present time, after the notice is up, to discharge without intermission during certain hours, and it is at the risk of the consignee of the goods whether the duty has been paid, or proper arrangements have been made for the duties.

197. What I mean is—would not that prevent any delay that arises from an entry not having been passed by the consignee? That would be prevented just as well by the time of passing entries being shortened to twenty-four hours, for after a notice has been given, in accordance with the present existing law, a ship has the power to discharge continually, and it is at the risk of the consignee whether the goods are taken charge of by the Customs or delivered under an imperfect entry.

198. We have it in evidence from Captain Robertson, of the "Abergeldie," that a vessel that would require sixteen days to discharge here could discharge in Melbourne in eight days? I think that is more on account of having better wharfage accommodation than of having better Customs' regulations. Now we cannot discharge the goods from the three hatches, but have to discharge them from one spot, by means of a long

S. A. Joseph, long stage, whereas if we could bring the vessels alongside a wharf we could discharge from the three
Esq. hatches, and put the goods at once over the side to three different points, whence they could at once be
removed away.

26 Nov., 1872. 199. Do you suffer much inconvenience from the short hours within which you are allowed to discharge goods liable to be placed in bond. The ship is obliged to knock off discharging these goods at 2 or 3 o'clock? I do not think that materially affects us. It is a hardship on the ship in having to pay overtime to the Custom House officers, and it is occasionally considered a hardship on the consignee by having goods discharged on an open wharf at a period too late in the evening for them conveniently to cart them away to their own stores. This evil would be remedied by having a covered shed of some description, where goods could be locked-up over-night, as it would allow the ships to discharge as late in the evening as people are in the habit of working; the goods could then be safely stored for the night and carted away the following morning.

200. You have stated that you have to pay a considerable amount for loading, which you think might be saved by having raised platforms;—what is the amount you pay now? 6d. a load.

201. You think that payment of 6d. a load would be saved? No, not all; but a considerable portion would be saved.

202. *Mr. Macintosh.*] Are you aware whether there are any private wharfs in Melbourne, on the Yarra? I do not know whether there are any private wharfs there; there are at Williamstown.

203. I think most London ships come to Sandridge? Everything comes to Melbourne from Sandridge or Williamstown by railway, and therefore, as I said before, the railway terminus is the actual spot of delivery.

204. Do you remember some years ago when the Circular Quay was in the hands of the Government that the London ships generally went to private wharfs, and left the Circular Quay empty? I think I do. I was not very intimately connected with shipping at that time, but I recollect a period when a great many ships used to go to private wharfs on account of the large inducement offered to them by rebates of wharfage by private wharfingers.

205. You also remember when they were in the hands of a lessee of the name of Hoby that the same thing occurred? I remember the same difficulty at that period.

206. That was after the quay was let by the Government to a lessee? Yes, it was the man who demanded large rates for export.

207. I think he paid some £8,000 or £9,000 for the rent of the Circular Quay, basing his calculations, no doubt, on what was being taken at the time, but when he took it he found that the merchants had combined together so that all the vessels coming from London were taken to the back wharfs. If the Government were to go to the expense proposed in making this additional accommodation, what guarantee would they have that the same thing would not occur again? There is no doubt that the whole question of wharfage is a matter of supply and demand, the same as everything else. If the rates asked for the Circular Quay were much larger than those asked for private wharfs, and the extra accommodation offered was not considered commensurate with the increase of price, shippers would go to those wharfs where they considered they would get the work done cheaper, commensurately with the accommodation.

208. What does the Government receive for the rent? The last lease was £5,000; the lessees were the firms of Gilchrist, Watt, and Company, and of Montefiore, Joseph, and Company.

209. So that the present lessees of the Circular Quay are the gentlemen who have the largest number of ships coming in? The Circular Quay lease was subsequently assigned to an association of wharfingers, and actually there was no considerable opposition between them.

210. There can be no opposition? Except from some wharfs that were not in the association. There was no opposition between the owners of the principal wharfs and the lessees of the Circular Quay during the last three years.

211. Do you think the Government would be likely to be remunerated for the outlay that would be incurred by this increased accommodation, by the number of ships that would come to Circular Quay? I do not understand you. May I ask you if I rightly interpret your question?

212. Whether this combination or association of wharfingers would be likely to occur again, so that unless they got the quay at their own price they would send their ships to private wharfs? Opposition will occur so long as there are conflicting interests. I fancied your question to mean this: Whether the Circular Quay would yield an annual rent in proportion to the outlay that would have to be incurred in providing this increased accommodation.

213. Seeing that there is sufficient wharfage accommodation in Sydney independently of the Government wharf? I do not think there is, excepting in very inconvenient places.

214. They were taken to these inconvenient places when this association did not lease the Government wharf? I beg your pardon.

215. I think nearly all the vessels were taken away from the Circular Quay? I may say that my firm, independently of our position as consignees of large London ships, would always take our ships to the Circular Quay in preference to private wharfs, as a matter of convenience to the shipowners, and I think I may mention, as far as the public are concerned, and as the importers are concerned, the importer was not in the habit of getting his wharfage rates on his importations any cheaper than he was at the Circular Quay, while he underwent all the inconvenience of having to remove his goods from a more difficult place. The advantage for concession on wharfage rate offered was offered to the ship in most instances, and went into the pocket of the captains in a great many. I have little hesitation in saying that if there were two lines of ships laid on for this port from London,—one in the habit of discharging at Circular Quay, and the other at the private wharfs alluded to,—that shippers would order their goods by the line of ships unloading at Circular Quay.

216. *Mr. Clarke.*] You think that if the Circular Quay were again in the hands of the Government it would be an improvement upon the present plan of letting it annually? I do not. I think private enterprise is likely to work possibly for a larger amount of profit which can only be obtained by affording proper facilities to the public.

217. Are you aware that during the last eight or ten years that although ostensibly in the hands of one or two individuals who leased the wharf, that there was an arrangement made between the principal owners of wharfs, such as Campbell's, Botts', Walker's, and other private wharfs in the neighbourhood of the Circular Quay? I believe there has been some arrangement—an assessment of the various wharfs.

218. Do you not think if some person who would not combine with others, but would work the wharf on his own account, were to rent the Circular Quay, private proprietors would take away their portion of the trade, as in the case of Mr. Hoby, which has been alluded to? It would depend upon the rates of wharfage.

219. What I mean is, if the proprietors of private wharfs such as Campbell's, Botts', Walker's, and others, were not to work together in the one affair, that no private individual leasing the Circular Quay could make it pay? He would have to base his calculation of profit upon the rent he gave and the probable number of vessels to be accommodated. It is all a matter of calculation upon the price given and the respective inducements offered by the Circular Quay to private wharfs.

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220. Are you aware that private wharfingers are obliged, in consequence of the competition that exists, to give a bonus to the captains of vessels in the way of a rebate of wharfage to the extent of 25 and even of 50 per cent.? I think I have heard of 75 per cent. as rebate, simply for this reason, that it suited the purpose of the wharfingers if they got their stores filled, even though they got nothing for wharfage. That is of course in cases where stores were on the wharf; but the supply of that sort of accommodation is limited, and would not materially interfere with the question. According to the plan I saw of Mr. Moriarty's, I think it would be quite possible, instead of letting the quay as a whole, to let it in part, say one, two, three, or four at a time, to different lessees; and it is possible that the owners of a line of London ships might instruct their agents to take two or three of these wharfs, in order to have berths at which their ships could load and unload.

221. Reference has been made to the facility of discharging ships in Melbourne, as compared with Sydney;—is it not the fact that at the former place goods are taken from the ship's hold, put on to railway-trucks, and conveyed right up to the terminus in Flinders-street? Yes.

222. The same plan could not be adopted here? In Melbourne the goods are taken to the railway-shed and sorted; here we should not need a tramway, but the goods would simply require to be landed under a shed, whence they could be carted away.

223. You simply propose a sorting-shed, something similar to the shed on the Circular Quay at present? I simply propose a shed, with the sides open, each ship to have a partition to herself, so that the goods could not be mixed. To this shed there could be sliding-doors, which could be closed on the outside at night and open in the day. There might also be a partition in which bonded goods could be placed.

224. As a general rule, do you think importers would take advantage of these sheds, and keep their goods there for an unreasonable time? That would easily be prevented by a charge per day, such a charge as would make it to their interest to remove them.

225. *Chairman.*] If they remained after a certain number of days they could be removed to some other place? If they remained over twenty-four hours the charge should be at such a rate that it would not pay them to let them remain. When a ship is loading in London, goods are sent to her shed, and she loads them at her convenience.

226. *Mr. Lloyd.*] You have stated that you are aware of the combination that exists between the wharfingers who took the Circular Quay;—can you state whether that combination has realised the expectations of the parties; whether they have made any profit? I believe they have incurred considerable loss by their arrangement during the last three years; still that loss may be attributable to the rate of assessment at which these private wharfs were assessed; it may be attributable to the high rate which was given for the Circular Quay, and to a combination of circumstances of which I am not quite aware.

227. *Mr. Macintosh.*] The arrangement of course took in all the other wharfs which have been lying idle, or comparatively so? Yes, the other wharfs which were included in this arrangement. I do not know whether the Committee are acquainted with the wharf at the head of Darling Harbour, but I should imagine that description of work would be suitable for the improvements on the Circular Quay.

228. *Chairman.*] Do vessels suffer any delay and inconvenience from the existing bonding system? I do not think the vessels suffer as much inconvenience as the importers, because, I have before stated, that after the time allowed by law has elapsed, a vessel can discharge without intermission, and it is at the risk of the consignee whether the goods have paid duty or not.

229. *Mr. Sutherland.*] It has been given in evidence that the owners of vessels suffer serious loss, by the Custom House authorities refusing to allow spirits to be landed after 12 o'clock? I think that is a great hardship on the ship.

230. Up to what time do you think dutiable goods should be allowed to be landed? I do not think there should be any distinction made as to the landing of goods, and that arrangements should be made by the Customs by which all classes of goods could be discharged under cover alongside the ship, and remain under proper supervision until the following morning if necessary.

231. Do I understand that by the plan you have referred to as having seen in Mr. Moriarty's office, spirits and other dutiable goods could be landed in safety, and left in one of these sheds as a temporary bonded store from one evening till the following morning? I think a portion of the shed could be a bonded store, and as the goods would be in only for a few hours it would not necessarily involve any great difference in the building on account of its being a receptacle for dutiable goods.

232. They would simply remain there to give the gauger time to gauge? Yes.

233. You think the kind of jetty which would give the most accommodation would be similar to that at Darling Harbour? I think it should be that kind of construction, but not the same kind of jetty; the jetties at Darling Harbour are I think almost square.

234. *Chairman.*] You are in favour of the plan drawn by Mr. Moriarty? Yes, only with cylinders of iron.

235. Have you seen any plan such as this with single jetties run out for the length of one vessel? (*Handing witness Appendix A.*) Yes.

236. And you prefer the plan you have referred to? Yes, I think it very superior to this. I think it would be very objectionable to have two ships discharging at one narrow jetty. I do not know whether it is intended to have a division in the centre of the jetty, to prevent the mixing of the two cargoes. If so, it would confine the space more than at present, and there would be a very narrow space indeed allowed for the delivery of goods, being simply the end of the jetty, where not more than two or three drays could conveniently load. If ships were lying broadside on, according to the plan of Mr. Moriarty it would enable drays to load along the whole length of the ship.

237. Then the same objection you have now stated to the single jetty would apply, but in a still greater degree to one central jetty? Yes.

FRIDAY, 29 NOVEMBER, 1872.

Present:—

MR. CLARKE,
MR. MACINTOSH,MR. SUTHERLAND,
MR. WATSON,

MR. WEARNE.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Edward Orpen Moriarty, Esq., examined:—

- E. O. Moriarty, Esq.
29 Nov., 1872.
238. *Chairman.*] You hold the Office of Engineer-in-Chief for Harbours and Rivers? Yes, that is the proper designation of my office.
239. How long have you held that office? I think for some twelve or fourteen years.
240. Have you at any time been instructed to examine the Government Wharf, Circular Quay, and Sydney Cove? I have.
241. By whom? Both by the present Minister for Works and also by the late Minister, Mr. Byrnes.
242. When did you direct your attention to this examination? I think it is about three years ago since I first took up the subject.
243. Will you be good enough to state to the Committee what you did in the case? I prepared a plan, showing the arrangement of wharfs, which it appeared to me would be the most suitable for the position, and the most convenient to shipping.
244. Before you entered upon the preparation of that plan you examined the position? I examined it, but I had been acquainted with it for many years.
245. Did you give any special examination to it at this time? Yes, I had been very careful to examine the whole place; I cannot tell you now any particular day on which I did it.
246. You went and looked at it? I went and looked at it very carefully.
247. Did you examine it from the water? Yes, and had borings and soundings made.
248. Did your examination extend from one side to the other? Yes.
249. The whole length of the Government property? The whole length of the Government property.
250. After you had made this examination you prepared a plan? Yes.
251. Have you that plan with you? Yes. (*The witness produced the same. Vide Appendix B.*)
252. Did you prepare more plans than one? Yes, I prepared some alternative sketch plans, in order to show what other arrangements might be proposed, what their convenience would be, and what their probable cost would be.
253. Is the one now before you the one which in your official capacity you recommend to the Government as the preferable one? Yes. (*The witness referred to plan B.*) This is the ground-plan, showing the arrangement of the wharfs. The ships intended to lie alongside are broadside on. It is an échelon arrangement, the object of which is to save space. It will be observed that the ship's bowsprit and figure-head, which occupy room at the wharf, project beyond the adjoining ship, and do not interfere in any way with other vessels.
254. Still it allows them to lie at the wharf so that all the hatches are available? Yes.
255. Of what materials are the parts marked black to be constructed? Of iron. I propose to adopt the same class of work as that employed at the Darling Harbour wharf, with the back part of the wharf resting on the present stone quay-wall. By that means we save the cylinders and back girders; it takes advantage of the present quay-wall as the support for one side.
256. Do vessels lie as far towards Fort Macquarie now as they are marked on that plan? No; they do not lie farther than this (*pointing out the position on the plan.*)
257. Does that take in the whole of the Government property available for wharfage in that direction? No, it might be taken up to Fort Macquarie.
258. The frontage is all in the hands of the Government? Yes.
259. Is there not some portion of the land alienated? On the eastern side of the street the land has been alienated, but all the land to Fort Macquarie is in the hands of the Government; all the water-frontage.
260. What are the most striking advantages which you consider justify you in recommending that plan as the best? In the first place it is the most economical; in the second, it is the most convenient for loading and unloading vessels; and, in the third place, it leaves unencumbered the available water space of the cove, which is rather restricted. There is not too much room there for mooring large vessels. By this arrangement you do not interfere with the central space for moving vessels in and out. These are the three principal advantages; it would be cheaper, more convenient, and would interfere less with the water than any of the other plans.
261. Is this plan framed on ascertained data, which would allow ships of the heaviest tonnage visiting the port to occupy the several berths there delineated? Yes; it has been designed with the view to accommodate the largest ships.
262. Any of the large ships that come here could go into any of these berths that were vacant? Yes. I have drawn to scale on the plan several vessels of the largest size that come here, as the "Sobraon," "La Hogue," the "Parramatta," "Abyssinia," and so on.
263. What is your estimate of the cost? £89,000.
264. Will you be good enough to show the alternative sketch plans you have spoken of? This is one. (*The witness produced the same. Vide Appendix C.*) This shows two jetties extending down the cove from its head. On this I have, as you see, sketched the vessels in the position they would occupy.
265. I should think at first sight that is not a desirable plan? I think it a very undesirable one.
266. *Mr. Watson.*] What space is there from the western edge of the western jetty to Queen's Wharf? 250 feet. There would not be room to swing a large vessel in there. I would like to point out some of the disadvantages of this system. They are apparent, but still it might be well to have them down in writing. One of the main disadvantages is that the whole of the traffic from the loading and unloading of goods must be concentrated at the narrow shore-end of the jetty. All goods to be landed—say from the "Parramatta"—must be run ashore by the tramway; and even if you allow two lines of tramway that simply means

means two trucks, which can supply loading for only two drays, so that only two drays can be loaded at a time from each of the ships along the jetty. By the other arrangement that I propose, the whole of the back space of each wharf is available for loading and unloading, and you might have forty or fifty drays backed up to the wharf, all loading at the same time.

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267. Do you contemplate having sheds on each of these wharfs? Yes. I propose that there should be an open and close shed to each ship, one to be merely covered with a roof, and the other to be more securely closed in as a bonded store, or a place in which the more valuable goods may be locked up.

268. *Mr. Watson.*] As a temporary bond? As a temporary bond. I do not propose that these sheds shall be of a character to interfere with the warehouses of merchants for the storage of goods.

269. *Mr. Wearne.*] If you could provide warehouse-room there, at a little additional cost, for those who have not bonded stores, would it not be well to do so? I do not think it would. I think the theory should be that the goods should be removed at once.

270. *Chairman.*] Have you prepared another plan? I have. (*The witness produced a plan. Vide Appendix D.*) This plan shows the arrangement of one jetty running down the centre of the cove. I think that still more objectionable than the others.

271. For the same reason, the concentration of goods, in loading and unloading vessels at a narrow point? Yes; and because it is more costly. The cost of exhibit C I estimate at £204,000, and of D at £295,000.

272. Have you ever had your attention turned to a projected improvement similar to that shown on this rough sketch? (*Handing Appendix A to witness.*) Yes. I have here another sketch, not exactly the same, but somewhat similar. (*The witness produced the same. Vide Appendix E.*) This shows six jetties, giving twelve berths.

273. *Mr. Watson.*] In none of the plans you have proposed do you interfere with the western side of the quay? Not for the present. It is useful now to a considerable extent, but we shall have to pull it down in the course of a few years.

274. *Chairman.*] I suppose you consider that the plan you specially recommend would supply wharf accommodation enough for the present? I think it would.

275. What are your own views as to the plan you have last produced? That it is very objectionable. The traffic of each of these ships is concentrated at the narrow shore-end of the jetty, and it would be almost impossible to discharge heavy machinery on this jetty, and leave the tramway unencumbered. It would be difficult to stow away any goods on the jetty at all. All the goods would have to be run on shore and deposited on the ground before they could be removed. It would also unnecessarily interfere with the water-way of the cove, and is more costly than the arrangement I have proposed; it would cost £229,000.

276. Of course you have paid some attention to the possibility of the harbour and cove silting up. Would this plan be more likely to cause silting? I do not think that question is affected by it. I do not think the jetty would affect the silting. The silt comes from the land and will continue to flow in until some remedy is applied for its detention.

277. I think some witness gave an opinion that a jetty of that kind would tend to the accumulation of silt, and that the dredge could not get in? Not so well if the berths were occupied by large ships, but that would be common to all plans. You must keep the berths open while dredging, but that would occupy only one berth.

278. *Mr. Watson.*] Is it proposed by all the plans to carry the jetties into deep water? In all cases, at least to 24 feet, so that the largest class of vessels may lie close to the wharf. I also propose to have proper steam appliances for loading and unloading.

279. In this plan B, where the "Maid of Judah" lies, how far does that come down? Near the Government boat-shed. There is not that depth of water there now. It would have to be dredged.

280. Is it your idea to keep the curve of the harbour as it is? I think so; I do not see any inconvenience in it. The curve was adopted to follow the line of the margin of rocks on which the present wall rests. The water deepens very quickly from that. The front line of this jetty is about where you get into deep water.

281. *Chairman.*] Would not the curve be an advantage? Yes.

282. It promotes this échelon arrangement? Yes, that is why we made it.

283. *Mr. Watson.*] Approaching the Government boat-shed the space is very narrow;—how far do you propose to carry it before you get into deep water? About 60 feet.

284. *Mr. Wearne.*] How much more accommodation would that give than there is at present? There are four ships lying here now; that is about the number I have always seen, and two here, opposite the Government wool store. We propose to have eleven, and leave the space at the foot of Phillip-street open for the North Shore traffic.

285. Do you mean to say that it would give room for five more vessels than at present? Yes.

286. *Mr. Clarke.*] What is the proposed height of the jetty as compared with the roadway? I propose that it should be about 4 feet above the level of the present stone wharf, so that it would be just on a level with the bed of a dray when backed up to it.

287. Would that obviate the use of stages? Yes, entirely; the vessel would lie close to the wharf.

288. I presume it would enable drays to back up to the jetty? Yes, drays might be backed along the whole length. There might be thirty or forty drays loaded at once, the cargo being taken from the ships, and run into the drays which would be on a level with the floor.

289. *Mr. Watson.*] This plan you propose to carry as far as the Prince's Stairs? That is all.

290. *Chairman.*] Having considered these four plans of improvement, and acting under the responsibility of the official adviser of the Government in the matter, you decidedly prefer the one marked B? Yes.

291. *Mr. Watson.*] Do you know of your own knowledge whether a vessel can go close to the wharf between Prince's Stairs and the western side of the Quay? Yes, I may tell you that there is a constant change going on there. From time to time the place silts up there from the outlet of the Tank Stream, and when the lessee notifies to me that he suffers inconvenience the dredge is employed to remove the shoal.

John Keep, Esq., examined:—

- John Keep, Esq.
29 Nov., 1872.
292. *Chairman.*] Have you for some years been largely engaged in importing goods? Yes.
293. Has your attention at any time been drawn to any inconvenience in the transaction of your business in connection with the shipping? Frequently; especially in bad weather.
294. Is there a deficiency in the wharf accommodation of the harbour which you have noticed most conspicuously? The complaint of our draymen is rather of the bad approaches to many of the private wharfs; of course that does not apply to the Circular Quay, but ships do not go to the Circular Quay as a rule.
295. Confining your observations to the Circular Quay, which is the only wharf with which the Government can deal with very well, are there any drawbacks to the expeditious and satisfactory transaction of shipping business at the Circular Quay? I think there is insufficient accommodation there; ships have frequently to wait their turns before they can come into a berth. We require some such accommodation as they have in Melbourne,—covered wharfs, a kind of bond, so that goods can be discharged from the ships, and be in bond for a time.
296. Is it within your knowledge that ships have to throw a narrow stage a distance of 60 feet or more to reach the wharf? Yes.
297. Is not that very objectionable? Yes; occasionally goods go overboard in consequence.
298. There are cases of that kind? Yes; not only of their going overboard but also of much damage from sliding them down the stage.
299. They tumble them over and over? Yes; they are rolled over and over down the stage.
300. Do any of the goods get damaged by the capsizing of cases? Yes, so much so that I have ordered many of my goods at great inconvenience to be packed in casks, so that they cannot be capsized but must be rolled down the stage.
301. You have been obliged to go to the trouble of having your goods packed in casks in consequence of the inconvenience caused by these long stages? Yes, entirely.
302. Will you direct your attention to the plan before you, marked B. That is a plan on which it is proposed to construct jetties on the Circular Quay, of iron framework, each jetty to be enclosed, so that the goods from a ship lying alongside would have protection from the weather the entire space of the jetty, one part of it being enclosed as a temporary bond? That is exactly what is required, until the goods can be removed to the regular bond.
303. What do you, as an extensive importer of goods, think of that proposed plan? It is a great improvement upon what I had in my own mind. I thought of a much longer jetty, similar to the railway jetty at Melbourne.
304. The special advantage is that whereas by any special jetty projecting into the cove, there would be only a narrow space for the removal of the goods landed from the various ships, and it would be almost impossible to prevent the admixture of packages by this arrangement; each ship would have a jetty of a length sufficient to allow the discharge of the cargo from each hatchway under cover? I think it would be a splendid arrangement.
305. There would be an enclosed shed for bonded goods and an open one for others? Yes.
306. *Mr. Watson.*] You have spoken of bonds similar to those at Melbourne;—did you mean them to be permanent or temporary? Temporary.
307. *Chairman.*] Has it come within your knowledge that any importers in Sydney have in cases where they have wished to have some special goods out speedily, given directions for them to be shipped to Melbourne, and then brought by steamer to Sydney? Frequently.
308. Is it the fact that they can get them at an earlier period, by having their goods out by sailing-ships direct to Melbourne, and thence by coasting-steamers to Sydney? I think so.
309. It is done? It is done; and I have thought sometimes of doing it myself.
310. You do know that it is done? I do know that it is done; but we also suffer from ships detaining our goods on board after they have discharged the rest of the cargo.
311. What length of time has a ship been known to wait to get alongside the wharf? As a positive fact I can scarcely state.
312. Is it three days, or has it ever been three weeks? I have heard it stated that a ship has been a fortnight waiting for a particular berth—one that suited better than others—but whether that is the fact I cannot say.
313. What do you suppose is the average length of time that a ship of a thousand tons takes to discharge after she gets alongside the wharf? I think you may say three weeks; sometimes longer than that. I have had goods kept in a ship three weeks after she has ceased to discharge her general cargo.
314. I gather from your evidence that unnecessary delay takes place in getting alongside; that unnecessary delay takes place in discharging; and that from the defective arrangements unnecessary damage is often done to goods in landing them? Yes.
315. *Mr. Macintosh.*] Does the detention of goods arise from defective arrangements or from private arrangements of the ship itself? I think from both.
316. Had you any goods by the "William Duthie"? Yes.
317. Have you landed them all yet? I cannot say; my attention has not been particularly called to that.
318. She has been in upwards of a month, and I know myself that her goods are not all discharged? That is not to be at all surprised at.
319. Not from defective arrangements, but from the ship wishing to keep the goods on board? Exactly.
320. You have stated that ships have to wait for berths;—is that from the want of wharf accommodation in Sydney as a whole? I think not.
321. There are other wharfs besides the Circular Quay, where ships may be accommodated? Yes, it has been not from want of wharf accommodation but because of bad approaches to other wharfs. They prefer to wait for a berth at the Circular Quay, to which there is a good approach, to going at once to another wharf with a bad approach.
322. Are you aware of any arrangement made between the wharfingers of Sydney? I have heard that there is an arrangement between them.
323. Are you aware that these wharfingers have entered into an association? I have heard that they have done so, but I know nothing of it of my own knowledge. I know there is something of the kind. I believe special advantages are given to ships going to private wharfs. I have had large discounts offered me on wharfage if I would allow my goods to be landed on other wharfs.
- 324.

324. You remember when the Circular Quay was under lease to a person named Hoby very few vessels went there; they went to private wharfs? Yes; there was a private arrangement I believe with some companies, and I believe there is a similar one now. John Keep,
Esq.
325. You think if this additional wharf accommodation were given at Circular Quay it is likely a revenue would arise that would pay the expense? Yes; I think merchants would instruct their agents to ship their goods only by vessels that would go there. That would be my course. 29 Nov., 1872.
326. *Chairman.*] Has it come within your knowledge directly or indirectly that owners of ships have in some cases preferred sending their ships to other ports in Australia, on account of the bad arrangements here? I have heard it so stated, but I do not know it of my own knowledge. The parties connected with the "Queen of the Thames" steamer stated that she would not come here again for that reason. Whether there was any truth in the statement I do not know.
327. *Mr. Macintosh.*] You have stated that goods may be obtained from England sooner by way of Melbourne than direct to Sydney;—does that arise from the fact of there being a larger amount of loading for Melbourne? No; I think simply from the more expeditious mode of turning goods out of a ship in Melbourne. In Melbourne they tumble them out almost too quickly; they unload a ship in three or four days.
328. *Mr. Watson.*] Are you an importer of bonded goods? No.
329. Can you of your own knowledge give any reason why ships are detained so long in discharging? I think it is owing to a want of energy. They discharge frequently by their own sailors, and do not care how long they are. My goods have sometimes been kept on board a fortnight after the main portion of the cargo has been discharged. This has been for the purpose of stiffening the ship until her coal or other cargo has been taken in. It is true you may bring an action at common law against the parties for detention, but we all know what that means.
330. I suppose a ship does not discharge in wet weather? No; or she renders herself liable.
331. Have you had goods damaged on the wharf owing to wet weather having set in? Yes, frequently.
332. *Mr. Wearne.*] Will you have the goodness to examine the several plans lying on the table, and give your opinion respecting them? (*The witness examined the plans.*) I think the first plan (*Exhibit B*) infinitely preferable to any of them.
333. *Mr. Clarke.*] Do you think if this plan were carried out at the outlay proposed that an increased revenue would be derived in proportion to the present rent? I should imagine it would be doubled.
334. *Mr. Macintosh.*] The present rent is £3,500? I should say if I were the lessee I should be willing to pay double.
335. How would you get over the association? It would be got over. The Government might fix the upset price and not let it go for less; or work the wharf themselves for a time.
336. The vessels did not go there before? We would force them to do so. I think the thing will right itself. Ships will go where there is the best accommodation; and shippers would write to their agents to send goods only by ships that would land them at Circular Quay.
337. *Mr. Clarke.*] Private wharfs would give 25 or 50 per cent. to captains to take their ships to them? We could prevent all that by insisting upon vessels taking their goods to this wharf.
338. Should we not by this plan put the country to the expense of £90,000, and interfere with private wharfs? The Government would derive an increased revenue, and the way for private wharfs to compete would be either to increase their accommodation or to reduce their charges.
339. *Mr. Wearne.*] Can you suggest any improvement upon this plan? No.
340. You think we are justified in laying out £89,000 in giving this increased accommodation? I think it will be better spent than a great many sums of £89,000 have been. It will, in my opinion, be as good an expenditure as the Government can make.

FRIDAY, 6 DECEMBER, 1872.

Present:—

MR. LLOYD, | MR. WATSON,
MR. WEARNE.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Samuel Dickinson, Esq., examined:—

341. *Mr. Lloyd.*] You are a partner in the firm of Learmonth, Dickinson, and Company? Yes. S. Dickinson,
Esq.
342. Carrying on business in Sydney as consignees of ships and importers of goods? Yes. 6 Dec., 1872.
343. You are aware that this Committee has been appointed for the purpose of considering the best means of improving the wharf accommodation of Sydney Harbour? I am.
344. Have you suffered any inconvenience yourself from want of accommodation? Greatly; for many years past.
345. In what way? By having goods exposed; having no shelter for goods after they are landed. In fact I consider as it at present stands the accommodation given to shipping in Sydney harbour is worse than in any harbour I have ever been into.
346. Do you suffer any serious delay at present in the discharge of your ships from this cause? Yes.
347. Can you give us any idea as to the extent of that delay? I may mention that we have now a ship discharging from which we should have received our goods a fortnight since if proper accommodation had been provided, and it must be borne in mind that if a squall comes on, or we have two or three days rain, as we have had recently, vessels are entirely prevented from discharging.
348. Will you have the goodness to look at the plans lying upon the table, of the proposed improvement in the wharf accommodation at Circular Quay, and state which you think would best accomplish the object in view? (*The witness referred to the plans.*) Having examined the plans before the Committee I consider the plan marked B an excellent plan, and by far the best of the number.
349. Will you kindly state to the Committee any reasons you have for thinking it the best? I take it we shall have infinitely better means of discharging if there are, as marked upon the plan, covered sheds for the protection of goods when they leave the ship's side.

- S. Dickinson, Esq.
6 Dec., 1872.
350. So that vessels can discharge in any weather? Yes. I should propose that the eastern side should also be covered in and reserved for London ships both loading and discharging. Of course it will require greater assistance from the Customs than we have at present if the plan proposed is carried out. If we are to drag along as we do now with so few landing-waiters, tide-waiters, and gaugers, we had better remain as we are. If this plan be carried out in its entirety we shall require more officers, the work will then be more efficiently performed, and merchants will have their goods, I should say, a fortnight or three weeks earlier. The plan as proposed will not interfere with private bonds, which, if it did, would be an insuperable objection in the minds of some. I would throw out a hint to the Committee whether it would not be desirable that these berths should be let by auction, so that merchants might rent one or more as they pleased, and thus prevent the combination that exists at present. I would also suggest that the Commissariat or Queen's Wharf might at a small cost, say some £2,000 or £3,000, be roofed over, and thus afford accommodation to vessels from California, the East India trade, China, and the Mauritius, to discharge in wet weather. There is a space now occupied by cannon, shot, shell, and Artillery stores, where a temporary bond might be erected if required, and the expense of these improvements would be met by the additional rent which the Government would receive. The present pier will probably last four or five years at least, and, as these improvements will be attended with but a small cost, within that time the amount expended would be repaid by additional rent. These alterations would in no way interfere with the natural beauty or convenience of the harbour, and might be made in a few months.
351. You are speaking now of covering over the eastern side? Yes. I would also have the western side covered. I would also suggest that there should also be a kind of jetty, similar to one of those marked on plan B, to which the mail-steamer should come alongside on its arrival. It must be borne in mind, that now from two to three hours elapse from the time of the mail-ship coming to her anchorage to the delivery of the letters at the Post Office, while at Victoria the letter-boxes arrive at the Post Office within forty or fifty minutes from the time of the ship's arrival at her anchorage. No doubt great improvements and alterations have been made lately with reference to the delivery of letters; still we might have them much more quickly than we have them now. Of course, I am not able to give an opinion as regards the lying of vessels at this jetty, whether they would interfere with or overlap each other; but I see from these plans that they would have the means of discharging their cargoes at each of the three hatchways. This would be a great advantage. I take it these sheds will be temporary bonds.
352. The larger sheds will be simply covered; the others will be enclosed as bonds? The bonds will be of no advantage unless we get corresponding assistance from the Customs, as without such aid the bonds would soon be filled with goods, and the vessel must then stop discharging. Under the present arrangement bonded goods have to be gauged and measured on the quay, which is a barbarous way of doing things. In hot summer weather spirits cannot be tested at their proper strength. All merchants will admit that spirits lose considerably if kept above ground. I have an instance now where spirits have been kept in bond some three years, and they have not only lost in strength but upwards of two gallons a year by evaporation. That is a loss to the Government as well as to the merchant, and would have been avoided had they been kept under ground.
353. *Mr. Watson.*] Supposing a ship to arrive here of 1,000 tons, carrying an ordinary cargo, as things are now, how long would she take to discharge? In ordinary fine weather—I have seen in the olden times a vessel discharge 2,000 tons in ten days, and I have known her take thirty-five.
354. What is the average? Much depends upon the state of the market, and the delay of the Customs. I should say 100 tons a day.
355. Delay in the passing of entries would not affect the matter much, as an imperfect entry could be passed? That is done sometimes.
356. What would be the average time occupied by a vessel of 1,000 tons? There are so many circumstances to be considered. A thousand-ton ship might carry 2,500, or say 2,000 tons—about 30 days.
357. You have been in Melbourne? Yes.
358. You know something of shipping there? Yes.
359. What is the average time there? I have known it to be done in five days.
360. Supposing we had the wharfs and sheds as shown on this plan, could we do the same here? Yes, if there were no obstacles thrown in the way by the Customs, and there were sufficient space left for the passage of drays to and from the wharf. I would suggest that there should be a roadway in the middle of the wharf, or at the end, to come down Macquarie-street.
361. Do you find the Customs throw any obstacle in the discharge of ships? You might ask me do I live in Sydney.
362. *Chairman.*] That is a question which should be answered distinctly; if obstacles are thrown in the way it is desirable the Parliament should know what those obstacles are? Perhaps it would be a little unseemly to bring forward the matter now that there is to be a change.
363. *Mr. Watson.*] I will put it another way;—do you know as a fact that ships have to cease discharging dutiable goods at 12 o'clock? I know this, that every obstacle,—not perhaps necessarily,—every obstacle that can be conceived is thrown in the way of the shipping interest.
364. *Chairman.*] Will you be kind enough to state one of these obstacles? They are so numerous I meet them at every turn.
365. The last that met you? The last case that occurs to me is that of a small vessel that came up from New Zealand to load for New Plymouth or Taranaki. She came up with a cargo, and brought a considerable order, both for free and bonded goods. Her cargo was sold, and, as usual, when the vessel was ready for sea the goods were purchased and sent down, and the bonds were signed—"Oh, this vessel cannot take these goods." "Why?" "She is not the proper tonnage." We were not aware that there was any proper tonnage for any particular place. We saw the officer on the wharf; he referred us to the Collector of Customs. We saw him—"It was impossible to be done." We then went to "the powers that be."
366. Who were "the powers"? *Mr. Eagar.* Then we hunted for Mr. Lord, and saw him. He thought it might be done; then there was the usual circumlocution. It was sent back for report to the Collector of Customs. The Collector of course voted dead against the whole thing—he could see smuggling in everything. It was referred then to Sir James Martin; that was fatal; it could not be done. It is in this way Sydney has lost the New Zealand trade, which at one time was entirely in its hands, and Victoria, by its energy and perseverance, has gained it.

367. In this particular instance you purchased cargo to ship in some vessel for New Zealand, and you were prevented from shipping that cargo because the ship was not of the requisite tonnage? Yes.
368. That decision must have been based upon some authority; what was the reason given for the refusal to allow you to ship these goods? Because the vessel was not of the requisite tonnage. I believe it was said if goods were shipped in small vessels of this kind they might cross such bar-harbours as the Richmond and Clarence, and carry on smuggling, but it is necessary for the trade to many parts of New Zealand that the draft of the vessels shall be very light, as otherwise they cannot enter or leave the harbours, and the possibility of smuggling might be guarded against by the parties certifying the Customs that there was no intention of defrauding the revenue. As another instance of the obstacles thrown in our way by the Customs, I may mention that vessels are not allowed to take in coal as stiffening until she has discharged all her dead-weight, although it may be attended with danger to the vessel, as some vessels will not stand upright unless they have two or three hundred tons of dead-weight in their hold. I have known coals to be actually alongside and permission to be withheld.
369. *Mr. Watson.*] You say you have known innumerable instances of obstacles having been thrown by the Customs in the way of discharging vessels;—can you give an instance of the kind in connection with a London ship? Yes, there are many such cases. We will take the case of the two ships now signalled. These have on board goods needed for the Christmas season; unless these goods are promptly discharged there will be an actual loss. We make arrangements to work by steam, and as late as possible, and perhaps at 10 o'clock the landing-waiter says "we cannot measure these goods to-day," and the ship is delayed.
370. Are you in the habit, when ships are consigned to you, to pay for taking the goods out overtime? Yes, working from 6 to 6.
371. Have you known the Custom House Officer to compel you to cease at 12 o'clock, notwithstanding your having had permission to work till 6? Yes.

S. Dickinson,
Esq.
6 Dec., 1872.

TUESDAY, 10 DECEMBER, 1872.

Present:—

MR. LLOYD,

MR. MACINTOSH,

MR. WATSON.

THE HON. HENRY PARKES, ESQ., IN THE CHAIR.

William Augustine Duncan, Esq., examined:—

372. *Chairman.*] You are the Collector of Customs? Yes.
373. How long have you held the office of the Collector of Customs? In Sydney, for more than thirteen years, and thirteen years more in Brisbane.
374. Have you had any experience at any other ports? No.
375. Has your attention been at any time directed to the facilities afforded for the transaction of shipping business—I mean more particularly the business of the ships putting out and taking in their cargoes? My attention is constantly directed to that subject.
376. What is the average tonnage of vessels employed in the trade between London and Sydney and Liverpool and Sydney? I have never attempted to take an average.* The ships are of a much larger tonnage and are of a better class than they were formerly.
377. I believe such a thing is unknown as for a small brig to arrive here from an English port now? It is, almost.
378. That was the case formerly? Yes.
379. All the ships that come here now are what may be considered as first-class ships? Yes, they are first-class—very fine ships indeed.
380. I believe some shipping houses have regular lines of vessels running here? Yes.
381. In fact I think the bulk of the ships are made up of lines of first-class vessels, built for the particular trade to this port? I believe they are among the best class of mercantile vessels in the world.
382. Are any of the vessels below a thousand tons? I think not lately; so far as I remember they are all over 1,000 tons.
383. What is the usual time that elapses from the entrance of a vessel into the harbour until she gets alongside the wharf and is ready to discharge? That varies very much by circumstances.
384. What should you suppose to be a short time? Sometimes they get alongside at once; in other cases they are not able to do so.
385. When you say "at once" do you mean to say that they get alongside on the day of arrival? There are cases in which they get alongside almost immediately on arrival; but that is not the general rule.
386. How long a time have you known to pass from the arrival of a vessel before she has been able to get alongside? I could not say exactly to a day; they are often days before they can get alongside.
387. What time does a vessel of 1,000 tons take to discharge her cargo, from the time she breaks bulk until she has wholly discharged? It varies very much—according to circumstances. I should say about a month.†
388. Would you think four weeks the average? I should think something about that; it varies very much by circumstances; it might be two months in some few cases.
389. Two months in discharging a ship of 1,000 tons? What are the causes of this slow rate of discharge? The difficulty of getting entries passed; the difficulty of gauging and warehousing goods as they come out; in fact, the chief difficulty is the want of proper means of storing goods when they are discharged. To these may be added delays in obtaining stiffening and ballast.
390. Is the wharf accommodation every thing that could be desired? Very far from that.

W. A. Duncan,
Esq.
10 Dec., 1872.

391.

* NOTE (on revision):—The average tonnage of our ships from London may be estimated at 1,160 tons.

† NOTE (on revision):—I find the average is twenty-six days.

- W. A. Duncan, Esq.
10 Dec., 1872.
391. Does any part of the obstacles to the expeditious discharge of ships arise from the want of wharf accommodation? There are very great obstacles; in fact I have always considered the Circular Quay a perfect disgrace to a large port like Sydney.
392. In what respects have you considered the Circular Quay a disgrace to a port like Sydney? It is kept in very bad order and does not afford sufficient accommodation for the ships that come there; there are no sheds or warehouses for stowing the goods; there is no machinery for weighing, or means of gauging them, except on the open wharf, exposed to the sun. Vessels are not and cannot be allowed to discharge for such a length of time each day as they might be if there were proper accommodation; in fact it is a perfect disgrace to the Colony. I have frequently mentioned the matter to different Ministers during the last thirteen years.
393. Do the vessels come alongside the wharf? Yes, generally speaking they do.
394. Close alongside? Generally speaking—not always.
395. There is no occasion for stages or anything of that kind? No.
396. Can you step off the wharf into the ship? Usually.
397. What remedy would you suggest for the state of things which you say is disgraceful? The principal remedy I have suggested at different times has been to run out piers, and to build sheds or warehouses for the stowing away of goods; but lately I have seen a plan by Mr. Moriarty which I think is very much better than any I could suggest.
398. Are complaints ever made of obstructions being put in the way in the transaction of shipping business by the Customs' officers? It is a very common complaint. We are obliged to stop the discharge of casks of spirits at a certain hour of the day so that we may not have more on the wharf than can be gauged and warehoused within the proper time. This is a subject of very common complaint and would be obviated by the suggestion I have made. Of course the Committee will see that I cannot allow goods to remain on the wharf all night.
399. Have you known instances of captains or owners of ships complaining of the detention of their vessels? Frequently.
400. Do the complaints proceed from the commanders of ships or from the owners? Sometimes from one and sometimes from the other. There is not a week in which I have not some complaint of that kind; I do the best I can to meet such complaints, but I have not the machinery for doing it properly.
401. *Mr. Macintosh.*] Are you aware that sometimes ships are lying in the stream for a fortnight after their arrival? I have known such cases, but not often.
402. Can you state what has been the cause? I suppose it has been that they could not be berthed.
403. At the particular spots they wished? Yes.
404. Are you aware that vessels frequently keep goods belonging to importers for five or six weeks after their arrival, in order to balance them at certain seasons of the year? I believe such cases have occurred.
405. Frequently? Such cases have not frequently come under my notice; I know they have occurred, and no doubt do occur occasionally.
406. You are aware that there are other wharfs in Sydney besides the Circular Quay? Yes.
407. Do you know if they are occupied? They are not always full, but they have the same want of accommodation as at the Circular Quay.
408. But there is wharf accommodation, and there are stores abutting on many wharfs, say from Smith's Wharf to Miller's Point? Perhaps there is scarcely a port in the world where there is so much or more wharf accommodation; what I complain of is the want of proper provision for the discharge of vessels, and that exists both at the Circular Quay and at private wharfs.
409. But more at Circular Quay than at private wharfs? Yes, rather more.
410. You think the plan of Mr. Moriarty the best? Yes. I had one of my own, but I think that the best.
411. With reference to spirits, have you not seen the wharf almost covered with casks of spirits? Yes.
412. And these must be removed during the day? Yes, they must be protected at night.
413. The officers have to gauge them in the sun? Yes; in no part of Sydney have we provision for gauging spirits anywhere but in the sun. The heat of the sun alters the temperature of the spirits to some extent, and often causes inaccuracies in the gauge which would not exist if proper provision were made.
414. The business of the Customs cannot be satisfactorily done as things are at present? No.
415. From what cause does the complaint of the shipowners and captains to which you have referred arise? No doubt the instructions given to the parties are to get as speedy discharge as they can, and they wish to work from 6 to 6; and even longer. When we had a great quantity of free goods that was easily managed, because they could be discharged overtime and dutiable goods in the middle of the day; but now that almost everything is dutiable that is impossible.
416. Then the complaints arise from short hours? No, not from short hours, for nearly all London ships discharge from 6 to 6; but it often happens that casks of spirits or other dutiable goods are the first to hand, and the discharging has to be stopped until these are gauged or removed.
417. You have been thirteen years in the Customs? Nearly twenty-seven years in the Customs, both here and in Brisbane.
418. Do you remember when the Circular Quay was in the hands of Hoby West? I am not certain who was the leaseholder when I came here.
419. What I want to bring to your recollection is this: The wharf at one time was let to an individual lessee and not to an association of merchants as at present. When the wharf was let to a person out of that circle was not the whole of the shipping taken away from the Circular Quay? It was in the hands of a single person, I think, when I returned to Sydney.
420. The private wharfs were more patronised than the Circular Quay? They were. Some wharfingers, I think, made no charges in order to draw ships.
421. Do you think if the Government were to lay out a sum of money, bordering on £100,000, in improving this quay, they would get a return for their outlay, as this association would not have the monopoly, and the Circular Quay would have to bear the rent of the whole of the wharfs to Miller's Point? I could not give an opinion on that point; but if the private wharfs were brought into competition they must afford the same facilities at private wharfs as at the Circular Quay. The very nature of things would force this upon them, but if it did this, even to the loss of some revenue from the Circular Quay, I think the money would be well expended. Of course we could, as we did before, collect a proportion of the wharfage at the private wharfs, and that would meet the difficulty. Formerly, when I entered the Customs, we collected for the Government a third of the wharfage that was paid at private wharfs.

422. *Mr. Lloyd.*] When you stated that there were no long stages from the ships to the Circular Quay, I presume you referred to the western side, near the Commissariat, and not to the eastern? Yes, principally. W. A. Duncan,
Esq.
423. Only at a portion of the quay can ships lie alongside? I had chiefly the western side and middle of the quay in my mind, as being more constantly under my eye. 10 Dec., 1872.
424. Along the whole of the eastern side very long stages are required? Yes.
425. What hours do you now allow for the discharge of spirits? The instruction I give on that subject is very general: to allow them to be landed as late as possible, to admit of their being gauged in time for removal. Sometimes they are landed until 12, sometimes until 1 o'clock.
426. At what time can they commence in the morning? At 6.
427. And they go on discharging as long as they can? As long as they can with safety, so that they may get the whole into bond within the day.
428. Have you made yourself acquainted with the mode of discharging ships in Melbourne? Yes; when I was in Melbourne I saw the whole of the Customs' arrangements.
429. Did you find that ships were discharged more rapidly there than here? Much more rapidly.
430. How do you account for that? They have there the accommodation which it is now proposed to have here.
431. Is it the fact that goods go into the Customs' charge at once? Yes.
432. That is what you recommend here? The same principle with such variation as the difference of places requires.
433. If we were to adopt the plan recommended by Mr. Moriarty, you would be able to allow bonded goods to be discharged from 6 to 6, as long as dutiable goods could go into bond? There would be no stoppage whatever.
434. In that case ships could discharge as rapidly as they could put out their goods? Yes. At present we must wait for entries, perfect or imperfect; but if this accommodation were given, I should allow the master of a vessel to discharge everything at once. The merchants now complain very much that the captains pass imperfect entries and warehouse goods contrary to their wishes. If this plan were carried out it would satisfy the master of the vessel and the owner of the goods at the same time. I may mention, with reference to these imperfect entries (though it is much better for the interests of the ship now than it was formerly), that the owners of goods have felt it to be a great grievance that captains of ships pass imperfect entries and send their goods into bond; and in that bond they are charged four, five, or six times the rent that would be paid upon goods put into bond in the usual way.
435. All that would be prevented if you were to adopt these covered wharfs? Yes.
436. In that case would you propose that the goods should be delivered to the importers by the Customs or by the agent of the ship? Of course we must have an understanding with the master of the vessel about the freight. By the present Customs law I should have to hold the goods subject to freight.
437. You would take charge of all bonded goods on their landing, and would deliver them to the importer? Yes.
438. In fact as you do now? Yes; practically speaking these places would be Queen's warehouses.
439. For the goods would be delivered straight from the ship? Yes.

FRIDAY, 19 DECEMBER, 1872.

Present:—

MR. LLOYD,
MR. SUTHERLAND,

MR. WATSON,
MR. WEARNE.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Captain Charles Harrild, examined:—

440. *Chairman.*] You hold some situation under Government? Assistant Harbour-master.
441. How long have you held that situation? Fourteen years.
442. How long have you been acquainted with the port of Sydney? About thirty-two years.
443. In what capacity did you make the acquaintance of the port? As master of a vessel.
444. Between Sydney and what other ports did you trade? Java, Manila, Mauritius, Cape of Good Hope, and different ports of New Zealand.
445. Before you accepted the situation of Assistant Harbour-master you had been in the habit of discharging ships at the wharfs in Sydney? Yes, at such wharfs as there were—small places.
446. You have, generally speaking, a good knowledge of Sydney as a port,—its accommodation, regulations, and so on? I think so.
447. Do you think the wharf accommodation and the other arrangements for the discharge and loading of ships all that is necessary? No, I do not; there is not room at the private wharfs for six more vessels of any tonnage—the wharfs are all full at the present time.
448. Has it come within your knowledge that delays sometimes occur in the discharge of goods on their arrival from England? I think only in consequence of ships waiting for particular berths.
449. How long have you known a ship from London to wait for a berth? The "Sobraon," I think, was detained the longest; I should say about a week or ten days; but she was waiting for one berth in particular,—the Commissariat.
450. That is an exceptional case? Yes.
451. And that arose from her draft of water? No, from wanting to go to a particular berth.
452. Could she have gone to another berth? She could, but she would have occupied two berths. The Commissariat Wharf is the only place where she occupies one ship's berth.
453. Is it part of your duty to berth vessels? Yes, to bring them up and lay them alongside.
454. Has your attention been directed to the time vessels take in discharging? No, I have nothing to do with that.

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455. Still you might have noticed it? Perhaps they might discharge as quickly with a stage as if they were lying close alongside the wharf. The objection is that more damage is done to goods by the stage.
456. I gather from a previous remark that you consider the wharf accommodation defective? Yes.
457. In what respect? The time it takes to moor and unmoor vessels, and the way they lie alongside the wharf, not always in a safe position.
458. Did it ever occur to you that the accommodation might be improved in any particular manner? Yes, I think so, by running out wharfs.
459. What do you mean? By running out jetties from the cove.
460. Will you describe to the Committee what you mean? Along the eastern side of the cove there might be eight jetties run out, which would accommodate sixteen vessels—one ship on each side of a jetty.
461. What is your opinion of that plan (*Exhibit B.*)? This plan provides for the accommodation of eleven vessels, and there are now twelve lying at the various berths all round the cove, and there is not room to get a boat in between them.
462. *Mr. Wearne.*] How many vessels are there from the Government Stairs to Campbell's Wharf? Five.
463. From the Custom House to near the boat-sheds how many are there now? Six.
464. How far is that? To within a hundred feet of the North Shore Ferry.
465. *Chairman.*] You see the plan marked B, which is now before you? Yes.
466. It is proposed by that plan to construct jetties with sheds erected upon them, so that each vessel berthed alongside would have a wharf to itself, and a shed to itself, and be enabled to discharge at three hatchways if necessary; to discharge the goods under cover in all weathers; and to have a portion of the shed entirely enclosed, and made secure, where bonded goods could be left one day, two days, or three days;—what do you think of that plan? I think that would be a very good plan.
467. Your idea, if I caught it accurately, was, that jetties should project into the cove, each jetty to accommodate two vessels, one on each side? Yes.
468. A plan of a similar kind has already been submitted to the Committee, and it has been objected that the goods from the two vessels at the opposite sides of the jetty would be intermixed—that this would cause confusion; and also that there would be obstructions in taking away the goods from the end of a narrow jetty? It need not be a very narrow jetty, it might be at least 80 feet wide, and carts might go on to the jetties, as they do now at the Grafton and other private wharfs, and take the goods away as they are landed from the vessels.
469. Have you knowledge of other large sea-ports? I have been a good deal about the world in my time.
470. Are the facilities for discharging and loading vessels greater in most ports than here? In most ports now-a-day, I think.
471. Do you think we are backward in that respect? I think we are very much so in respect of accommodation.
472. Have you heard of a project to run out a strong broad pier from the centre of the cove, near the Custom House, to the mouth of the cove? I have, but I do not think that would accommodate so many ships as the other plan.
473. *Mr. Watson.*] I understand you to say that there are now twelve ships lying in Sydney Cove? Yes.
474. How many are there lying from Prince's Stairs to Flood's Wool Stores? Only four.
475. Look at this plan (*B.*);—there is Flood's Wool Store—this gives five ships to Flood's Wool Stores from the Prince's Stairs? Yes.
476. Can ships at present lie with safety below Flood's Stores in deep water? Just as safely as they can abreast of Flood's; just as safely at one part as at another.
477. No ship can now lie adjoining the Government boat-shed to the south? No—a long distance off.
478. What distance? About 100 feet—half a ship's length.
479. Will you look at that plan (*Exhibit A.*);—is that anything like your idea of what would improve the accommodation of Sydney Harbour? Yes; but I would have them run out more at an angle to the cove.
480. Will you also look at the plan marked E? (*The witness referred to the plan.*)
481. Having plan B and plan E before you, which do you think would give the best accommodation to ships in the cove? I think plan E.
482. Why? I think it would give more accommodation. If you were to go down as far as the Government boat-sheds you might run out eight jetties, and these would give accommodation to sixteen vessels.
483. Look at plan B;—would you have any difficulty in placing ships as they are shown on that plan? I think no difficulty at all.
484. Look at plan E;—would you have less or more difficulty in getting ships in if this plan were carried out? If the wharfs were carried out, as shown in the plan, to deep water, 24 feet; but now we have to put down the anchors it is sometimes six hours before I can get a ship into its berth.
485. If this plan E were carried out would you require anchors to be put down? No. I think the ship's head should be placed in shore instead of outward, as shown in the plan; her bowsprit would then be over the Quay and out of the way.
486. *Mr. Lloyd.*] You say that at present, on the eastern side of the Quay, you moor ships by their anchors? Yes, and all round.
487. At what distance do they now require to lie off the wharf? According to the depth of the water; but I think between the ship and the wharf it is between 50 and 60 feet.
488. At present you are obliged to use stages? Yes.
489. How long are these stages? I suppose 60 feet some of them—some of them are less; it depends upon the berth they are in.
490. If either of the plans before you were adopted there would be no use for stages? No.
491. Instead of taking a whole day to get a ship moored, you could bring her alongside and make her secure in how long? An hour or an hour and a half; we should require no anchor, the same as at the Commissariat berth.
492. The Commissariat berth is of the same character as this wharf would be if either of these plans were adopted? Yes.
493. Is the Commissariat berth now preferred to any other? Yes, they have a very short stage there; in fact, some ships have no stage at all there, but lower the goods on to the wharf at once.

494. *Mr. Sutherland.*] You say the jetties on the E plan would accommodate more vessels than on the B plan? Yes. The steam-ferry is now very much in the way of vessels.
495. Do you think there is any danger to vessels lying near there from fire from the steamers? There has been no instance of vessels taking fire; still their awnings are spread, and the sparks from steamers go near them very often.
496. You say this plan E would accommodate more vessels? I think so,—not as the wharfs are constructed here; but if they were made at a greater angle, and were carried down as far as the boat-shed, they would.
497. What would you say the width of the wharf ought to be? 80 feet.
498. What width would you allow between the two jetties, in order that ships might pass in and out? I should say 130 feet.
499. Would it not interfere considerably with vessels going in and out by contracting the width of the cove, if you carried these out 320 feet, which would make 640 feet taken off the width? If the jetty were made at a different angle, and the line were run out from the other side, there would still be room to move ships in.
500. Supposing both plans to be equal in cost of construction, you would prefer E to B? Yes.
501. In discharging or loading at one of these jetties you would have to remove the whole of the goods at one end, which would be 40 feet wide? I think that would be plenty of room if the drays were to come on to the jetty.
502. You intend the drays to go right alongside the vessel? Yes.
503. On the jetty? Yes, it is done on private jetties; the jetty might be shaded over.
504. Will you look at plan D. This is a jetty thrown out in the centre of the cove, to accommodate ten vessels; what objection have you to this plan? There would be no way of getting vessels on to the eastern side, unless plan B were combined with this; these together would form a good plan.
505. Would you prefer that to having single jetties run out round the wharf? I should not.

Captain C.
Harrild.

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Captain John Richardson Myhill examined:—

506. *Chairman.*] You hold some office in connection with this port? Yes; Harbour-master.
507. What are your duties? My duties are in removing ships as before, when I was Assistant Harbour-master, and to take cognizance of any business to be done about the harbour.
508. How long have you held this position? Deputy and Harbour Master nineteen years in January next.
509. Prior to your acceptance of these offices had you been in the habit of visiting the port or of residing here? Not residing here, but I have been visiting the port since 1833.
510. You consider you have a good knowledge of the port? A very good knowledge of the port.
511. Are you acquainted with other large sea-ports in different parts of the world? Yes, several.
512. What places do you know very well? London, Liverpool, the Tyne, and Bristol, in England.
513. This Committee has been appointed to take evidence, and to report upon the wharf accommodation of Sydney, with the view to suggesting improvements;—do you think the accommodation for loading and discharging ships, and the regulations and other arrangements of the port for regulating the traffic carried on from beyond seas, is all that is desirable? No, quite the reverse.
514. You think it is very defective? Very defective.
515. Would you be kind enough to point out to the Committee some of the defects which your experience proves to exist? In all other mercantile ports I have been into, where wharfs can be made or jetties formed, it is always done in such a way as that vessels can lie alongside and discharge their cargoes on the wharf or jetty.
516. Is there much delay in berthing and discharging vessels in Sydney? Yes; sometimes it cannot be done till the weather moderates or the wind changes.
517. Do vessels frequently lie some time before they get alongside the wharf? I have known them to lie some time frequently.
518. How long? From one to three weeks in the stream.
519. What are the chief obstacles to getting alongside? Want of accommodation, there not being a vacant berth of sufficient length or with sufficient depth of water for a ship to approach the wharf.
520. What is the average tonnage of regular traders between London and Sydney? At present about 1,000 tons.
521. How long would it take a thousand-ton ship to discharge, as an average? They put the cargoes out now much more quickly than they used to do; they have greater facilities as regards steam-engines instead of working by manual labour. I think a thousand-ton ship would be discharged in eight or ten days.
522. Do you think as a matter of fact ships generally do discharge in that time? Yes, but sometimes they are detained with a portion of dead weight, such as iron, till they get sufficient stiffening.
523. Have you seen plans for affording greater facilities for the accommodation of vessels at Circular Quay? I have seen Mr. Moriarty's plan.
524. That is the plan marked B, before you now? Yes.
525. You are acquainted with it? I have seen it but not examined it particularly.
526. You will observe the outline of the present wharf, marked blue, and the jetties marked a faint pink. It is proposed that each of these jetties should be set apart to one ship—that a ship while berthed should have a jetty to herself—and that lying alongside her whole length, she could, if she desired it, discharge from her three hatchways at one time, being protected from the weather by a shed erected over the jetty. It is also proposed that one portion of this shed should be made secure as a temporary Bond, so that bonded goods could be landed on the wharf at once, and put into a place of safety; also, that the floor of the jetty should be raised above the level of the present Quay, so that the jetty should be on a level with the bed of a dray when backed up to it. What do you think of that plan? It is a very good plan, but I gave my opinion to a Commission that sat in 1866, with reference to the silting up of the harbour, on the subject —
527. Perhaps it would be well at present to confine your attention to the plan before you? It is a very good plan indeed, and is very much required. It will do very well at present; but some addition will be required in a short time, as it will not berth all the ships I hope soon to see here.

Captain J. R.
Myhill.

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Capt. J. R.
Myhill.

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528. There is another plan, marked E, which proposes to carry out jetties to the length of a ship—each jetty to accommodate two ships, so that both can discharge on the jetty at once? I think the plan B is the best.

529. You were going to refer to some evidence you gave before a Commission? Yes; I was going to allude to what I stated before a Commission, on the condition of the Harbour of Port Jackson, on the 9th March, 1866. After giving my opinion as to the cause of the silting up of the harbour, I am asked what course I would recommend to remove the evil referred to, and I reply: Take up the sunken timber opposite Talbot's Store and other places along the east side of the cove. Remove the sunken rocks abreast the stairs, near the Mariner's Church, Campbell's Wharf, and opposite the long shed. Pile off from the south and east sides 60 feet from low-water-mark, leaving good mooring-posts, as on the west side; and let the Quay be made straight, not curved or serpentine, as at present. Run a jetty down the middle of the cove, with good mooring-posts, and tramways and turn-tables for trucks, or let the jetty be of sufficient width to admit of the passage of drays; let the end of the jetty be T-shaped, with stairs for the landing of passengers from boats and ferry-steamers. Raise the present stone-work two courses all round the Quay, and let the piles be left sufficiently long to admit of the planking of the proposed newly-formed Quay being 2 feet higher than the stonework; this would prevent the traffic of drays and other vehicles amongst the merchandize, would also greatly facilitate the loading of drays, and keep the packages out of the roadway and dirt. This also would give an immense amount of quay room, as the distance the ships lay off, to be in sufficient water (viz., from 50 to 70 feet) is all lost; this would be all reclaimed, and form a splendid Quay. It should also be well lighted, have posts fitted into sockets, to ship and unship, with a light chain running through them from one end of the Quay to the other, to be put up every evening at sunset; also, an iron water-pipe, completely round the Quay, and down each side of the jetty, with taps and hose to supply every ship with water, as required. Let the roadway be well metalled, and slope from the stonework at the present edge of the Quay when raised two courses, *inwards*, so that no water during heavy rains could possibly run over into the cove, carrying sand, &c., from the road into it; but let a gutter be formed a certain distance from the edge, and running completely round the Quay, with gratings at intervals, to carry the rain water into large covered cesspools, formed under the roadway to receive the water and silt, which silt would remain deposited in the bottom of the cesspool; and the overflowing water might be carried into the cove, free of silt, through a watercourse formed from the upper part of the cesspool, and running under the roadway,—the silt to be removed from the cesspools occasionally, and carted away. Take up the lately formed quay between the corner where the crane stands, opposite the "Paragon Hotel," and the reserve for the harbour steamers, opposite the Commissariat Stores, and have it repaired, replanked, and made straight, similar to the western side. This should be done as early as possible, as in its present state it is very dangerous, having large holes where the planking beneath the road metal has become rotten, and the whole fallen through into the water beneath. An empty case, or a plank placed on end in one of these holes, marks the spot for the drays to avoid at present. Fit up on the western quay, a heavy 20-ton crane, or a large set of double shears with a powerful winch, similar to those at the A. S. N. Company's Works at Pymont, for the purpose of landing steam-boilers, locomotives, &c., and let a charge be made for the use of it. Then, if the place were dredged out a little, a ship like the "Persia," 1759 tons, and drawing 24 feet of water, could come alongside and lie afloat; there was not a berth in the whole harbour for this ship when she arrived. To make a place of deposit for the sewerage, the stone quay round Fort Macquarie might be extended as far out as the red buoy, and carried round to the point near Mrs. Macquarie's bathing-house. This would enclose all the bay where the boats from the men-of-war come for fresh water, and form an immense reservoir, and could, I suppose, be covered in by running arched walls across it at intervals. The sewerage, chemically deodorized, could be removed from the reservoir, by a suction tube on the siphon principle, into covered punts, and taken to a branch railway station (say Pymont), and from thence where required to fertilize the land, and be made useful, instead of being a nuisance, causing illness, and tending to fill the harbour.

530. In your intercourse with shipowners, masters, and persons connected with shipping, has it come to your knowledge that owners of vessels object to sending their ships to Sydney on account of their bad accommodation and detention? It has several times, but I cannot mention any particular vessel.

531. Do you think the want of accommodation in the harbour of Sydney has created in London and other places a prejudice against sending vessels to this port? I am satisfied it has, from communications I have had with captains of ships. Some have told me they would not come again, and they have not. I may mention among others the case of the "Great Victoria," the captain of which vessel was very much annoyed by his detention.

532. *Mr. Lloyd.*] How long does it take you now to moor a vessel on the east side of the Circular Quay? Under favourable circumstances, six hours; I have been two days.

533. How long would it take you if this echelon plan were adopted? Half-an-hour.

534. *Chairman.*] Have you anything further to suggest to the Committee? I have here a copy of a letter I addressed to the Commission on the subject. (*The witness handed in the same. Vide Appendix J.*)

THURSDAY, 16 JANUARY, 1873.

Present:—

MR. LLOYD,

MR. SUTHERLAND,

MR. WATSON.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Thomas Sutcliffe Mort, Esq., called in and examined:—

T. S. Mort,
Esq.

16 Jan., 1873.

535. *Chairman.*] You have been engaged in the commerce of this port for a great number of years? Yes.

536. I presume you are aware of the subject of the inquiry conducted by this Committee—the state of the wharf accommodation for the port of Sydney? I am.

537. Has that subject attracted your attention at all? It has.

538. If you think the accommodation for the shipping business of the port is insufficient, and if, in your judgment, it is defective, would you be kind enough to state to the Committee some of the most prominent objections which strike you? It is so thoroughly defective that it requires a complete change—that is, if we are to compete with the sister colony of Victoria in cheap freights. In the first place, a ship on arrival here—especially during the summer months—if she has any considerable draught of water, has to remain sometimes not only days but weeks before she can get to a berth. When she does get there, her discharging is necessarily impeded by every wet day, and by the hindrances in the way of bonded goods being discharged during the later part of the day, as they have to be either left on board, or, perhaps, retaken on board, thus involving the ship in delay, and often placing her under considerable disadvantages in hindering her quick discharge. These and other causes operate so prejudicially that I have it upon the authority of many captains of ships with whom I have conversed that it is a matter of grave consideration with owners in England whether they will send their ships to this port, at any rate at the freights which they would take for Melbourne—the detention to which they are put not only involving the cost of the daily wages of the men, but, where a valuable ship is concerned, a very large amount in the way of interest and insurance, as well as wear and tear, which is going on more or less whether the ship is at rest or not; in fact in an iron ship the wear and tear is greater than if she were at sea, the damage being very considerable. I remember Captain Cooper, of the “Carlisle Castle,” telling me, he scarcely dared to face his owners with the charges to which he had been put by detention in this port, and he felt satisfied the line which Mr. Green contemplated to this port would be discontinued with his, the pioneer ship. The sequel has proved the truth of his statement. But it is not only the ship-owner who is injured by the present insufficient arrangements. The owner of the goods is very often considerably injured, especially in wet weather, and the whole community suffers to a very serious extent, in the way of increased freights to and from the Colony. In fact, I venture to say, that if proper accommodation be given here—I mean equal accommodation to that now afforded in Victoria, for quick despatch—the saving upon our freights would amount to a sum which would more than cover the interest upon the cost of the necessary works. And this saving affects, as I said before, the community at large, because the consumer has to pay the freight, and the cheaper the freight the less he has to pay for his goods.

T. S. Mort,
Esq.
16 Jan., 1873.

539. Do the Committee understand from your evidence, based upon your experience, that ships prefer going to Melbourne or other Australian ports at lower freights than they could get for coming to Sydney, because the detention and consequent expense to them more than counterbalances the superior freight? Yes. A vessel contemplating an eastern cargo would come to Sydney on a very low freight to load coal for the East, and there pick up a cargo for home. I know a case in point, where a ship—unfortunately I cannot give you the name of the ship, but I state it as a fact which came under my own knowledge at the time—that a ship having the special object of taking coal to the East, and then loading from the East for England, went to Melbourne in preference to Sydney, and the captain stated that it would have paid him better to have come to Sydney with a half freight, as he then discovered, than to have gone to Melbourne, could he have had the same facilities for discharging.

540. Is that long ago? Within the last year. I may instance also that in consequence of the cheaper freights in Melbourne it is no uncommon thing for us to ship for England by way of Melbourne—tallow very often indeed—simply in consequence of their being able to take a lower freight from there than they would take from here. It will be readily understood why it should be so, when it is considered that in the present day the ships sent out here, as a rule, are of a very costly character, and if interest of money and wear and tear be added to the cost of the large crews which are upon these large ships, it will be found the amount becomes a very serious item to a ship, and necessarily makes it a matter of consideration to that ship as to the time of loading and unloading. This applies specially to the large steamers which go to Melbourne, and which are often largely dependent upon their passengers from Sydney. On the other side of the water it is pretty well known that if a man wants to come to Sydney he is generally told he must go by way of Melbourne, and it is patent in fact that the best ships go there, and they go there for the best of reasons, that, owing to their quick despatch, it is a cheaper port to go to than Sydney. We see continually that ships which go to Melbourne discharge their cargoes there, and then come on to Sydney for coals.

541. Do you think this state of things—this want of facilities for the quick despatch of business connected with shipping—has had anything to do with the loss of intercolonial trade—I allude more especially to the New Zealand trade—which this port has certainly sustained within the last few years? I think it is a fact that a few years ago the whole of the New Zealand trade was connected with this port, but within the last few years a large portion of it has gone to the port of Melbourne.

542. Do you think the want of wharf accommodation, and other facilities for the discharge of shipping, has operated to diminish our intercolonial trade? I have very little doubt of it; and the reason is a very obvious one. Melbourne being made so large a port for receiving goods is naturally made a source of supply, and large quantities of goods are sent by way of Melbourne to Sydney, owing very largely indeed, I believe, to the great facilities that Melbourne affords to her shipping. Parties are thus induced to take that port in preference to the port of Sydney, the ships coming on, as I have said before, after discharging there to load coals at Newcastle. We know that traffic begets traffic and the loss of it the contrary. I do not mean to say that it is entirely owing to that, but I think it is very largely. Perhaps the want of that active enterprise which has shown itself more fully in Melbourne than here may have had something to do with it. For instance, had Melbourne men been here our port would not have been in its present condition. I mean to say had men of Melbourne mind been here matters would have been totally changed. Transplant Melbourne men to Sydney and the conditions would be quite different. But then you must have a Melbourne Legislature to back up the mercantile mind. It is quite clear they do not study the first cost; they look to future results; and the consequence is their enterprise has met with very large reward, a reward which will attend us if we exercise the same energy and forethought.

543. Speaking of the daily expenses of a ship lying in port, you said just now that iron ships suffered more at rest than in motion—could you state generally in what proportion they suffer more at anchor than in motion? There is a much more active corrosion of the plates going on in still water than at sea, especially in summer weather.

544. Supposing a calculation were made of the expenditure of a thousand ton ship, taking into account the wages paid to the men, interest upon the value of the ship, and so on;—have you any such exact information at hand at the moment that you could give an approximate estimate of the deterioration of the

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ship by lying at anchor or alongside a wharf, as against the ship being at sea? I can scarcely say that I have. But it must be remembered that the owners of ships knowing the existence of these conditions are very apt to exaggerate them, and hence we may suffer to a greater extent than there may be positive foundation for. I refer more especially to some of the large steam-ships which visit the port of Melbourne—the large passenger and goods ships. The estimated loss per day to such ships as these would in the mind of an owner and in fact be considerable.

545. You said just now that goods—I think you said a large quantity of goods—came by way of Melbourne to Sydney. Is it within your knowledge at all that goods have been ordered by Melbourne gentlemen to be transmitted by our coasting steamers, in order that the goods might be more speedily delivered than by coming out by ships coming direct to the port? It is not within my own knowledge, but I have been repeatedly told so. I am not very actively engaged in operations of this kind, but I have repeatedly heard it so stated. I know we make Melbourne a very large purchasing market for many descriptions of goods, especially iron.

546. Have any of the plans prepared in the Department of Public Works for improving the harbour come under your notice, or have you heard any explanation of them, or are you acquainted with any of the suggestions made by different persons for improving the port? I have seen a plan, which I call Mr. Moriarty's zigzag plan. I do not know what name is given to it, but in speaking of it that is what I have called it.

547. Will you have the kindness to look at the plan on the table, marked B, and see whether that is the plan to which you allude? Yes, this is the plan.

548. Has that plan been explained to you? I cannot say that it has fully.

549. You will observe that the white portion represents the stone wharf as it at present exists, the pink or tinted portions represent separate wooden wharfs which are intended to be covered in, and one division which you see marked there is intended to be built up so as to form a temporary Bond if necessary. These wooden platforms would be elevated above the stone wharf, about the height of a dray, so that a dray backing up to it would be level with the wharf itself. Then it is proposed that each wharf should be for the exclusive use of a ship, by its length affording the ship the opportunity to discharge from three hatchways at the same time. Thus all goods would be discharged under cover without any intervening stage between the ship and the wharf, and they would be discharged in such a way that they could be readily taken away in cases where it was desired to take them away, and bonded goods would be discharged where they could be at once received and placed under lock and key. There would be no possibility of mixing the goods out of other ships with them. That is the intention, I think. What do you think of this plan? I think the plan an admirable one.

550. Perhaps you would look at some other plans; will you have the kindness to look at the plan marked C. By that it is proposed to erect two jetties striking out from opposite the Custom House towards the mouth of the cove. You will see the ships marked alongside of each;—what do you think of that? I do not think well of it for more reasons than one. First of all, I think it would destroy the usefulness of the cove, which is a matter of immense importance, looking especially to the future, when we may anticipate large numbers of small steamers running in and out, as many do now. It would interrupt traffic in that respect very largely. It would impede the passage of discharged ships or laden ships going out, and the goods being landed at the extreme ends of these jetties would not be easily got at by drays—for I suppose it is intended to run these jetties out still farther to get the required accommodation. Even without that extension the goods which were discharged from one ship would be liable to be mixed with the goods from the opposite ship, and the facilities for getting the goods away would be very poor indeed. In fact I think we had better stop as we are than adopt that plan.

551. There is another plan before you, marked D, which shows one central jetty carried in the same direction, and which I apprehend is an idea copied from the Sandridge jetty, in the port of Melbourne;—what is your opinion of this plan? The other is evil number one, and I think this is evil number two. I do not think either of them can compare with the other plan you showed me.

552. Will you have the kindness to look at a fourth plan which is on the table, marked E;—it represents a number of short jetties striking out from the eastern side of the cove, which are intended to accommodate, each jetty two ships, one ship on each side. You will observe that the most striking difference between this plan and the other in respect to accommodation is, that ships have to discharge two cargoes on the same jetty, and then the goods have to be brought down to the narrow end of the jetty to be delivered to the persons receiving them at the wharf? I think this plan is a century behind the time altogether. It is not calculated to accomplish what we want. The drays could only approach one or two at a time, and the discharge would be as tedious as it is now. I do not see the advantage, except that perhaps each vessel would more quickly get a berth. I am strongly of opinion that if Parliament do sanction any expenditure it should be for some plan which would place us in a position to compete advantageously with Melbourne.

553. You have signified your approval of the first plan marked B: perhaps you will be kind enough to state your opinion of that plan more in detail? It appears to me that that plan affords all the facilities we want. The only objection I can see to it is the want of room upon the roadway passing the stores. But I presume the time is not distant when we shall have a branch of the railway to the cove, and then, perhaps, that objection might not be so serious as it appears to me it is now. It perhaps might be possible to increase the roadway a little by running the wharf out further, but that would diminish the water-space and also add very much to the cost. Still the plan, take it altogether, has enormous advantages to my mind over any of the others, and I think, notwithstanding all the disadvantages of want of roadway, will, to a very large extent, accomplish what we want.

554. *Mr. Watson.*] In your evidence you alluded to the slow discharge of bonded goods being a cause of detention to a ship; will you explain how that arises? If a ship brings up more bonded goods out of her hold than can be taken away within the bonded hours, of course the tide-waiter in charge will compel their being put into safe custody again, and these goods often come in positions in the ship where it is necessary for the easy discharge of other portions of the cargo, that they should come out first. In fact, a ship has to pick the cargo to be discharged in order to meet the necessity for keeping bonded goods down below until next morning.

555. Then if these temporary Bonds were erected as shown on this plan that would do away with all that objection? Certainly.

FRIDAY, 14 MARCH, 1873.

Present:—

MR. CLARKE, | MR. MACINTOSH,
MR. WEARNE.

HENRY PARKES, Esq., IN THE CHAIR.

Captain Henry Burns called in and examined:—

556. *Chairman.*] You have been acquainted with the shipping trade of this port for some years? Yes, Capt. Henry Burns. for many years.
557. Do you recollect the number of years? I have been coming and going to this port from my early boyhood, since I was 15 years of age. I was here first in 1829, as an apprentice on board a convict ship 14 Mar., 1873. from London; that is about 44 years ago.
558. You have resided for some time in this city? Yes, for the last 30 years.
559. You are still connected with the shipping interest of the port? Yes, I am a shipowner.
560. And am also a member of the Marine Board? Yes, I am one of the elected wardens.
561. Has your attention been directed to the want of proper wharf accommodation, and of the means for rapidly loading and unloading cargo in the port of Sydney? It has, frequently.
562. You are acquainted with other ports in the British dominions? Yes. I have visited most of the principal ports.
563. Is the accommodation here at all equal to what it is in ports of the same extent in other parts of the world? Not at all; there is no part of the world so wanting in accommodation as the port of Sydney.
564. In what way has this want of accommodation made itself apparent? In the want of proper wharfage accommodation for the shipping.
565. Can you give us any instance in which inconvenience has arisen, and of the form in which it has been felt? It has been felt in various ways. In the first place, at our public wharf at the Circular Quay there are only three or four berths that have proper accommodation for vessels. Only some three or four vessels can be properly accommodated; the rest have to lay off with stages 60 feet or 70 feet from the Quay—an unheard of thing at any port in the present day out of the Fijis. In the next place, you cannot discharge goods in bad weather; as there are no jetties for landing, and no sheds for sheltering the goods when landed. You know how variable our climate is. Very often you may have a fine morning, and then by noon you may have a southerly-burster with rain; so that ships commence discharging in the morning, and then at noon down comes the rain, and then there are neither sheds nor platforms to protect the goods. These are a great public want that is loudly demanded.
566. Your experience, I believe, is not so much of vessels trading between England and the Colony, as of vessels trading between intercolonial ports? I have had experience of both. I have sent my vessels to England.
567. How long does an English vessel take to discharge; I mean the average time? About ten or twelve days—sometimes more.
568. Does it come within your knowledge that goods are frequently injured by being capsized down these long stages which ships have to construct? Yes. Half the breakages which are complained of are caused by passing the goods along these stages. It not only causes trouble but often leads to expense.
569. Goods are often damaged this way? No doubt about it; there can be no other result, when you see goods slid down 60 or 70 feet along these stages.
570. Have you ever turned your attention to the conveniences which it would be necessary for us to adopt here in order to remedy the present state of things? I have.
571. And what, in your opinion, would be the most desirable plan for us to adopt, in order to secure these conveniences? I would suggest the construction of jetties running out from the Quay, and about a couple of hundred feet long.
572. Will you look at this plan marked B;—have you seen that before? I have.
573. What do you think of the improvements which it proposes? I do not think that it sufficiently utilises the room. Then again, it would be impossible to put a ship here (*pointing to plan*). You would never be able to moor her; the mooring-chains would have to go out in every direction.
574. If you will permit me, I will point out the alleged advantages of this plan? Certainly there may be some advantages in it that I do not see.
575. I will point out what the alleged advantages are said to be. You will notice that the wharf as it exists now is given in white; the pink behind the tinted parts are wooden projections raised above the stone wharf, about as high as the floor of an ordinary dray. Then it is proposed that one portion of the pink jetties should be enclosed, so as to be used as a temporary Bond. By this means a ship lying alongside can discharge from her three hatches at once. The whole would be roofed in, so that the goods would be always under cover from the time they left the ships; and dutiable goods could go into Bond without delay and without any practical obstacle. Then again, the whole of the cargo out of one ship would be discharged on to one wharf, and would be kept by itself, without any danger of being mixed with the cargo of other vessels. As there is a wide space at the bend end of the jetty, several drays might back up to it and take away the goods with every facility for loading and for drawing off when loaded. So that the facilities are these:—Goods can be discharged from three hatches at once; the goods would be under cover from the time of leaving the ship; goods could be taken at once into Bond; greater facilities are given for carting away; and every ship has a jetty to itself? Yes; I understand this; but I think we make a mistake in not reserving this length of wharf from the Commissariat Yard round to Talbot's stores for the accommodation of the public. I say this, because now on gala days the steamships take away the holiday keepers are banked together four and five deep outside of each other, with every probability that some day there will be a serious accident. To prevent anything of the kind, I should recommend that the whole of this from the Commissariat should be reserved for public purposes. There is a growing want of accommodation for these steamers, and the harbour traffic is every day growing into more and more importance. Everybody now lives out of town and travel backwards and forwards either by rail or steamer. There is Mr. Heselton, who is now building two fine steamers that will cost him £16,000 each, for the purpose of conveniencing the public, and of course hoping to make some profits himself, and I think a man who shows so much enterprise as this ought to receive some consideration at the hands of the Government.

- Capt. Henry Burns.
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576. Will you state to the Committee what is your opinion of the proposal contained in this plan? It is a very good plan, but I would not go so far as Talbot's, but would leave all this for the public—(*indicates on map*.) The plan as I say is a good one, but it does not utilise the room so much as it might do. I think you might make more of the room you have by running out jetties.
577. Have you any plan of your own that you would like to submit to the Committee? My idea is pretty well carried out in a plan I have seen of Captain Gowlland's. (*Plan produced and marked plan F.*) This plan of Mr. Moriarty's is a very good one, but my objection is that it does not sufficiently utilise the room. Captain Gowlland's plan is something like this, but it is more what I should call ship-shape. Leaving out this part, as I said before, and you have by plan F room for fourteen ships, whilst the facilities for mooring are so much greater. Besides, there is a greater advantage to the ships from the jetties being so built that the vessels bear equally upon them at all parts, in the event of a strong wind. They are thus able to stand without any inconvenience in a strong north-easter, or in a southerly gale.
578. It has been alleged as an objection to this plan that the goods from vessels lying on either side of the jetty would be unavoidably mixed on coming on to a narrow jetty, whilst from the same cause—the narrowness of the jetty—only two drays could back up to it to load? Yes, it certainly cuts against it in that way.
579. Whilst the other plan affords facilities for a number of drays to load at one time, and prevents the possibility of mixing the cargo? Yes. The other plan (B) is the best in that way of looking at it. I was thinking myself more of the room for the shipping, and this plan (F) certainly gives more room; but then it is quite certain that it is a great advantage to get rid of the cargo speedily, and this could not be done so easily by this plan (F) as by the other (B.)
580. And you are of opinion that some improvement is urgently required? No doubt of it. Something must be done shortly if we want to keep our trade.
581. *Mr. Clarke.*] Have you any idea of the width of these jetties marked in plan F? I should make them out to be about 40 feet or 45 feet.
582. Having seen the two plans marked respectively F and B, and having carefully compared the two, and taken everything into consideration—the number of the berths, the facilities for berthing, for landing the cargo, and for carting it away—which of the two do you consider the better? I consider this is. (*Witness indicates plan B.*)
583. *Mr. Macintosh.*] With regard to these sheds, do you think that five or six drays would have room to come alongside and load up? Yes, certainly; they have only to back on to the stage.
584. Are you aware that when a vessel is being unloaded, the packages are not brought out altogether, and that perhaps only two or three at a time for one person are sent on shore; that it will require that these sheds would be very large in order to get together all the goods of one person, as the drays would have to wait until all of one particular mark were landed? No doubt of it.
585. Is that your only objection to this plan? My objection to the plan is, that it does not sufficiently utilise the room, but then, considering the accommodation it gives for discharging, I give it the preference.
586. You say there is not sufficient accommodation for shipping in our port? There is accommodation; but what we want is better accommodation. These 70 feet stages are very awkward to discharge by, besides the time it takes to construct them and the trouble there is in mooring.
587. You are aware that there are a number of private wharfs in Sydney? I am, and they have all superior accommodation to what there is at the Circular Quay. They are so arranged that the vessels can lay alongside the wharf and discharge; and are provided with sheds under which to place the goods.
588. Of these two plans which do you consider will accommodate the greatest number of vessels? The one marked F.
589. What is the difference between the two? The one marked B will accommodate ten vessels, and that marked F seventeen. With regard to the plan B, no one would ever think of mooring a ship here at this end, and counting that, it would make eleven vessels in all.
590. So that whilst Captain Gowlland's plan would give accommodation to seventeen vessels, that of Mr. Moriarty would give only eleven? Yes; but then again, Captain Gowlland's plan goes further round to the west than the other; there would be two ships that could be put in here.
591. If there were the same space allotted to the plan B as has been taken up in the plan F, how many ships would it accommodate? Thirteen.
592. Do you know what would be about the probable cost of carrying out this plan of Captain Gowlland's? I do not.
593. Would £60,000 be sufficient? I do not think that £60,000 would do it. I think it would take £100,000. And in saying this I go by what I am aware it has cost Captain Smith to improve his wharf. His works cost him about £2,000 for some 170 feet.
594. It is reckoned that this work will cost about £87,000? I am not prepared to go into figures, but I think it would cost more.
595. Which plan do you think would be the more expensive of the two? That of Captain Gowlland I should say.
596. If it would cost only the same money as Mr. Moriarty's would you still prefer Mr. Moriarty's? Yes, I think so.
597. *Chairman.*] Is the accommodation of a larger number of ships to be put in comparison with the superior accommodation that would be provided for them? I think not; not at all.
598. Would this plan before you, marked B, be sufficient to accommodate the number of English ships now trading to this port? I think it would. I believe it would meet all our requirements for some time to come.
599. *Mr. Clarke.*] In this plan F is the cost of sheds included in the £87,000? No; it is only for the construction of the jetties.
600. So that F would be very much more expensive than B when the cost of the sheds came to be added? Yes, much more so. But I still say that as far as the berthing of the vessels, and the making the most of the room, this plan F has the preference.

Francis Hixson, Esq., called in and examined:—

601. *Chairman.*] You hold some public office in this Colony? Yes, I am President of the Marine Board ; and Captain of the Naval Brigade. F. Hixson,
Esq.,
602. Anything else? I was formerly Superintendent of Lighthouses, Harbours, and Rivers, but now that office has merged into that of President of the Marine Board. 14 Mar., 1873.
603. How long have you held your present and former offices? A little over 10 years.
604. You have, during that period, been at the head of, the Harbour establishment of Sydney? I have.
605. It is part of the duties of your establishment, carried out by the Pilots, to berth all vessels coming to this port? Yes.
606. In your capacity as President of the Marine Board, as well as in the office which you held before, you are responsible for the proper ordering of the wharfage accommodation? I am.
607. Has it ever come under your notice that ships regularly engaged in the trade between England and this Colony have made complaints of the many impediments which stand in the way of the rapid discharge of their cargo? It has.
608. Will you state what has been your experience in this matter? My experience has been to receive complaints of masters of vessels, that our arrangements here were of the most primitive description; that ships have to be secured at some considerable distance from the wharf; that they are put to the expense and inconvenience of forming long stages for the landing of cargo; and that occasionally there is a want of wharf accommodation altogether, and ships have to lie out in the stream because there is no available wharf for them to haul in and discharge cargo.
609. What is the arrangement now for berthing English ships—ships from London or Liverpool? The ordinary process is this: The ship is brought into port by the sea pilot, and anchored in Neutral Bay. From Neutral Bay the master comes on shore to consult with his agent, and makes arrangements for procuring a berth for his ship at the Circular Quay, or at some private wharf. On having secured a berth, he comes to the Harbour Master's Office, and enters his ship as about to be berthed in a certain place; according to the routine, the ship is attended to in due course by the Harbour Master, or one of the Assistant Harbour Masters.
610. What is the mode pursued in berthing a vessel;—does the ship go close alongside the stone wharf? At some portions of the Circular Quay she does; where there is the convenience for coming alongside, and where the vessel can be secured in an easy manner, with a fair bearing fore and aft of every part of her upon the wharf. At other points, however, this cannot be done, and therefore a good deal of time is lost in securing the ship with tackling and chains at a distance of 40 or 50 feet from the wharf; and this is the objection that is raised by masters of vessels, that they are exposed to all this inconvenience and delay in berthing their ships securely. It frequently takes the whole day to berth the ship, so as to be secure from injury; and then it takes another day to construct and fix a stage for the landing of the cargo. All this causes delay, and consequently expense, and is the source of a great deal of dissatisfaction.
611. Have you ever thought about what would be the best mode of supplying, in a satisfactory manner, the necessary accommodation for shipping? The most satisfactory accommodation that could be provided would be jetties from the wharf, running out at nearly right angles from the stone-work of the Quay.
612. Have you had brought under your notice a plan for increased wharfage accommodation, prepared by Mr. Moriarty? Yes, I have seen it.
613. Is that the plan before you, marked B? It is.
614. Have you carefully examined that plan? I have not had an opportunity of carefully examining it, but I have looked over it cursorily.
615. And what opinion have you formed in respect of it? The only objectionable limits I see in it are these two walls here for the "Sobraon" and the "Underlay," being intended as a secure position for some very long vessel to lie, and discharge from her fore and main hatchways. Looking at the plan, I see no opportunities afforded for securing a vessel in such a position as is shewn here. To secure a vessel in either of these positions you would have to revert to the very system against which all the objections are being made.
616. You think there is not sufficient provision made for making these two ships securely fast? Yes. My objection, however, only goes to the berths for these two ships, the "Sobraon" and the "Underlay." To all the rest I see no objection.
617. Then, considering the immense loss of time to shipowners from the present system, this is an improvement? Yes, certainly. It is a vast improvement upon the present primitive mode of securing vessels.
618. You are aware that the objects of this plan has been to provide a means for discharging a vessel quickly, and at once, on to a wharf or jetty, where the cargo of each vessel would be kept by itself, and where it would be under cover? Yes, I perfectly understand that, and strongly advocate the proposal. I think it a most excellent plan.
619. There is another plan here which has been prepared by Lieutenant Gowlland (*plan F shown to witness*);—what is your opinion of that? I think it shows a very convenient system for the shipping. In fact it utilises Sydney Cove to its fullest extent as regards wharf accommodation.
620. It has been stated as an objection to this plan, that as they are only very narrow jetties of 40 feet wide, I think if two large ships were discharging at it—one on each side—the two cargoes would be likely to get mixed; and that when the goods had to be taken away at the narrow ends of the jetties, there would be more inconvenience in bringing the drays up to load than there would be under the other plan? Yes. If the width of the jetty was confined to 40 feet, that would certainly be an objection. I would have the jetties (say) 100 feet wide, as they would require to be all that width. These jetties here marked on the plan F, appear to me to be about 80 feet wide. (*Witness measures them.*) I find that, measuring by scale, the jetties are fully 80 feet wide.
621. I suppose you are of opinion that something of the kind is very necessary? Very necessary indeed.
622. Has it come to your knowledge that shipowners have objected to send their ships to this port on account of the want of proper wharf accommodation? I have heard threats of diverting the ships from the Sydney trade and sending them to Melbourne. It was very gratifying to my pride—being aware of these threats—to hear the account lately given by the captain of the "Sobraon." His ship was diverted from this port and sent to Melbourne, and he told me that he hoped he would never be sent there again,

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again, as notwithstanding all the complaints, our accommodation was superior to theirs for very large ships. He found there was no wharf there that could take his ship as she arrived, and she had to be lightened by means of lighters in the bay before she could come up to the wharf.

623. Do you think that either of these plans will offer such an amount of accommodation as will be required for vessels visiting our port during the next 20 years;—I mean for the leading vessels running between here and England? I do not know that. I hope in the next 20 years that the Colony will make a great stride in advance. My objection to the plan B is, only that it does not give a sufficient amount of accommodation. But then again, there is this objection, that if you get up too large an amount of accommodation at the Circular Quay, you will draw all the shipping to Sydney Cove, and you would not find a sufficient amount of wharf and street room for the traffic. George-street is very narrow just about here; Pitt-street is the same; and I think you would be likely to cause very great confusion in these streets if you bring too large an amount of traffic to the Cove; thus, though this plan may not be extensive enough to satisfy our requirements 20 years hence, yet it will be sufficient for the time being, and will be a great improvement on the present primitive arrangements. As to the two plans, and speaking as a sailor, I have no doubt at all that jetties are the best and most convenient for shipping, whether as regards hauling in or out.

624. In what way? In this way: That when a vessel is brought from Neutral Bay by a tug-boat, they have only to make a slight curve to port to bring her up to one of the jetties, and these being placed at a convenient angle she can be hauled in to her berth and secured without loss of time. This done, she can commence discharging the moment her hatches are opened. Just the same in moving away. All that has to be done is to attach the tow rope, and the tug-boat draws the vessel out at once. In this other plan the ship has to be shifted and turned about to get into her place and then to get away from it, in a way that is always more or less awkward in dealing with large vessels. In fact it seems to me that engineers in drawing plans for harbor works always fancy that they can treat a ship just the same as they do a carriage on the railway-line, and without any reference either to wind or tide; whereas shifting a large vessel is always a delicate and often a dangerous operation.

625. *Mr. Clarke.*] You prefer plan F for the safety and convenience of ships getting alongside the jetties? Yes. By Mr. Moriarty's plan the ship would generally have to drop anchor before she could haul in to her berth. In the other plan, however, she would not have to anchor at all.

626. Have you taken into consideration the difference of the accommodation that will be given if drays have to be loaded at the end of these jetties instead of along the whole length of the platform? Yes, and that is why I say that, as a sailor, I strongly advocate the jetties. As President of the Marine Board, however, I am of opinion that the proposed plan of an echelon wharf will answer all our purposes for the present.

627. By the plan B there are 200 feet of space for the convenience of land carriage allotted to each ship, whilst by the plan F there are only 40 feet allowed for each ship? Yes.

628. Such a narrow space allotted to each vessel would be likely to cause too much confusion, both in unloading the vessel and loading the drays? Yes. For sailor-like purposes I should advocate the jetties; but I cannot help thinking that such a plan would lead to confusion and crushing up of vehicles employed in carting away, not only on the Quay itself but in the streets of Sydney. Besides, the time must come when the commerce of the port must expand from Sydney Cove, and I do not see why it should not do so now.

629. What is the difference between the accommodation afforded at the Circular Quay and that afforded at private wharfs? Along the west side the accommodation is quite equal to that at private wharfs; but along the east side it is much inferior.

630. As a rule, do not captains prefer coming to the Circular Quay rather than going to a private wharf? Yes. They all prefer the Circular Quay because it is more public. Their vessels are seen, and they are then able to get more passengers.

631. Is not the accommodation at the private wharfs quite equal to that at the Circular Quay? Yes. It is quite equal to that on the western portion of the Quay, but the road traffic from the wharf is not so convenient. There is always a steep hill from the wharf up to the streets, and that steep incline has always been regarded as an objection. The accommodation at the private wharfs has been greatly improved within the last year or so.

632. What wharfs do you allude to? To Parbury and Lamb's, to Alger's and to Smith's. These three have been very much improved of late.

633. *Chairman.*] Have you had your attention turned to the new wharfs at Darling Harbour? Yes; I have visited them.

634. What kind of accommodation will they afford? As far as the wharfs are concerned they will give good enough accommodation. There is only one objection to them, and that is that they present an angular surface in certain parts of them to the ship's side as she lays alongside. I, as a sailor, prefer to see a straight wharf where the ship's side will bear equally on the wharf all along her length, so that no part shall be away from it. When the vessel rests fair and even on the wharf in this way she is in the best position for encountering bad weather, or anything that may happen her.

635. Can you state what depth of water there is alongside the new wharf? I am not quite certain, but I believe about 24 feet—I think 24 feet is to be the depth. There will be no difficulty whatever about getting that depth by dredging; but the difficulty, at the present time, is in taking large ships up to this wharf. Some different arrangement will have to be made with the Pyrmont Bridge. The opening will have to be widened before a large ship can be taken up to the wharf.

636. *Mr. Macintosh.*] What amount of accommodation is required for the harbour steamers? That is a point upon which I am very glad that a question has been asked, as it is one upon which I should like to say a few words. I have great fear that we shall have some terrible accident upon some public holiday, solely through the want of wharf accommodation. The people crowd in thousands on to this corner from which the steamers ply, till it is quite dangerous for the crowds, and very unpleasant to the on lookers, to see the difficulty and trouble women and children are subjected to in getting on board.

637. It would almost answer, from the shape of the wharf, to have this jetty here for the use of the steamers;—would that be sufficient accommodation for the steamers? If you run it out a little longer it would. If it were run out some 100 feet beyond where it is now, it would be a great convenience. In reference to this point I have come to the conclusion that on this plan F the idea is an excellent one of making an esplanade and a wharf for harbour steamers round Dawes's Battery.

638. Would it not be a long way to walk round there from the Custom House? I don't exactly realize your question. I was referring to the crowds of persons who congregate on public holidays on this corner, and as a means of putting a stop to that and of preventing some accidents I mentioned that I thought this plan of an esplanade was an excellent one.

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639. You would send them from there round to Fort Macquarie? No. To the other side of the Quay, at Dawes's Battery. The people would then only have to follow George-street along to the end. This they could do in the omnibuses, and they need not come on that portion of the wharf at all.

640. You stated a little while ago that the two streets, George and Pitt streets, would be inconveniently crowded with traffic if too much shipping were brought into Sydney Cove;—did it ever strike you that if the railway-line were continued down to Dawes's Battery that would be a convenience—that the line for instance might run from Campbell's Wharf round the edge of the Circular Quay, and then by a tunnel under Government House, Sir Richard Bourke's statue, and the Racecourse, to come out at Liverpool-street, and then on to the Redfern Terminus;—would not this liberate the streets from a great deal of the traffic? I have never thought of that scheme, but I am afraid that some parts of the Quay are so narrow and restricted that they would not admit of the room for a railway line.

641. *Chairman.*] There is one matter which is hardly connected with this inquiry, but on which from your official position your opinion is most likely to be valuable. Your attention must have been directed officially, and with reference to the duties of your office, to the discharge of sewerage and other matter into the harbour? It has.

642. Have you ever formed any opinion from observation, or from calculation, of the damage likely to be done to the navigable waters, or to Port Jackson as a harbour for shipping, by the discharge of matter from the sewers into the harbour? I have had some experience of that in my official capacity. I had the honor of being a member of a Commission appointed by a former Government to inquire into and report upon the alleged silting up of Port Jackson. The decision we came to was that no great damage was done by the discharge of refuse matter into the harbour from ships or other craft, but that serious damage was effected by the discharge from the sewers during floods and heavy rains; the washing from the streets, which slope towards and into the harbour, also does great injury.

643. Could you give the Committee any instance in which damage has been done in this way; any particular place where an appreciable amount of damage was done, such as could be measured by figures—for example, such as would show what the depth was ten years ago and what it is now? We had one instance where the evidence, as far as my memory serves me, went to show that there had been a silting up of 9 feet in three or four years.

644. Where was that? It was one particular portion of Darling Harbour.

645. In what position? I cannot remember the exact position, but it was from one of those streets which declines down rather steeply into the harbour.

646. *Mr. Macintosh.*] Have you seen the chart of the harbour which was prepared by Sir Thomas Mitchell? I have.

647. Have you contrasted the present depths with those laid down in Sir Thomas Mitchell's chart? I have; and I have endeavoured to do so very carefully. In 1857, when I was on H.M.S. "Herald," I was engaged in the survey of Port Jackson, and whilst on that work I put up a beach mark at Fort Denison, showing the exact heights reached in high spring tides. That was the first actually authenticated mark that was ever made in the harbour, so that the Commission of which I spoke just now had really no reliable data to work upon previous to this; they consequently found a great deal of difficulty in coming to a conclusion. It must be remembered that when soundings are taken they are not taken in so critical a manner as would throw any small silting up in the middle of the harbour. We were consequently in no position to say positively whether there had been any silting up so as to cause any difference in depth of water. When you come to measure a depth of over 20 feet, it is a most difficult thing to take soundings to inches, because of the motion and the drifts of the water; but I am satisfied that there has been no appreciable silting up of the fairway in Port Jackson.

Lieutenant John Gowlland called in and examined:—

648. *Chairman.*] You are an officer in H. M. Navy? I am.

649. Of what rank? I hold the rank of navigating lieutenant.

650. What command have you now? I am lent to the N. S. Wales Government, for the survey of the inland waters of the Colony, by the Admiralty.

651. What work are you now engaged upon? The survey of the inner waters of the Colony.

652. Where have you been engaged? On the survey of the waters of the Richmond, Clarence, Hunter, and Hawkesbury Rivers; of Port Hacking, Botany Bay, and George's River. These are the waters which I have completed up to the present time.

653. How long have you been acquainted with the port of Sydney? For the last eight years.

654. Have you been frequently in Sydney harbour? Yes, very frequently; have been attached to H. M. ships "Curaçoa," "Challenger," and "Clio."

655. Has your attention ever been directed to the necessity for increased accommodation for the mercantile shipping visiting Port Jackson? Only generally, until I heard that this Committee was sitting, and then I gave the matter my attention.

656. Without going into the extent of the shipping interest or the exigencies of trade, or into the various complaints which have been made, but taking the harbour as you find it, what would you suggest to improve the accommodation and to afford greater facilities than now exist for loading and unloading vessels which visit the port? Do you mean at the Circular Quay?

657. Yes? I have prepared a plan for a series of jetties (F) which I would recommend to the attention of the Committee, as I believe it will not only afford more accommodation but will be more convenient for getting ships into and out of their berths than any other I know of.

658. Have you seen the plan drawn by Mr. Moriarty? Yes, I have seen the plan of an echelon wharf, prepared by Mr. Moriarty, and also another drawn by Mr. Flood.

659. And in what do you consider your plan to be superior to that of Mr. Moriarty? I do not say that my plan is superior. That will be for others to decide. But the recommendations of my plan are:—That it gives greatest amount of wharf accommodation in a limited space; that it is much easier to get vessels into and out from their berths; and that it is the least expensive.

Lieut. John
Gowlland.

14 Mar., 1873.

Lieut. John
Gowlland.
14 Mar., 1873.

660. Do you think that you will get accommodation by jetties such as you propose, that would prevent the cargoes of the ships loading on each side from being inevitably mixed; and would not all the cargo, under your plan, have to be taken out on to the wharf by narrow entries at the end of the jetties; and would there be sufficient accommodation for loading drays for the speedy removal of the cargo, without causing a great deal of confusion and crushing of vehicles;—have you thought of all this? Yes, I have; and I have also made many inquiries on the subject, and I have never heard of any confusion in the way you describe from the mixing of goods, though the plan I propose is that followed in the various parts of the world, where a large import trade is carried on—such as San Francisco and the ports of the Baltic; and they never meet with any difficulty in that way. There is certainly a narrower space at end of jetty to discharge on to the wharf; but then you must consider that you have a great length of jetty to discharge on to from the ships, and this is given at each place. By this plan you are able to discharge three times the cargo (you being able to discharge by each of the three hatchways) to what can at present be done under the present plan of mooring the vessel off from the wharf and landing the goods by a long narrow stage but 10 feet wide, allowing only of discharging cargo at one hatchway at a time. By my plan, and by discharging by the three hatchways, a vessel could get her cargo out in three or four days at the outside.

661. What is the width of these jetties? The widths are all marked. These are 100 feet wide at the base, and they taper off somewhat towards the end; this is necessary in order to get the ships out clearly when they haul off. These others—the four northern ones—are carried out the whole way to a width of 80 feet.

662. Do you propose that these jetties should be roofed in? I have not provided for that, but it could very easily be done.

663. They are open as they now are? Yes; but I understood that they were not to be roofed in. My idea was to have two kinds of wharf—import and export wharfs. The import wharf would have a raised platform, so that when a ship was discharging, the goods could be taken on to a truck, run to the end of the platform, and loaded on to drays; the export wharf would have no raised platform. My reason for this was that it would be far easier to run a truck with wool or other produce out from the stores adjacent, on to a level to the ship into which it is to be loaded, than to have to raise it some 4 feet on to the staging of the jetty. Then there are certain casks, tallow, &c., which have to be re-coopered before they go into the hold. This has to be done here in this open space on the wharf, adjoining the jetty, and then the cask has to be raised about 4 feet on to the platform. By doing without the platform at the export wharf, this trouble is saved. The labour involved in raising such heavy weights would hardly compensate for the advantages received in other directions. I propose to have the jetties alternatively export and import wharfs, so that every other one would have a raised platform. The cost of these jetties would be about £3,000 each.

664. For the platform and sheds? No; I have not reckoned for the sheds or platform; they would have to be added on to the cost.

665. What do you estimate would be about the total cost of your plan? I estimate it at about £60,000.

666. Upon what basis do you fix this calculation? From inquiries I have made from various sources,—a gentleman who has recently made some large improvements to his wharf (Captain Smith), of 350 feet frontage by a width of 30 feet, and the cost of this was not quite £2,000. Then the Bulli Company has one of the finest jetties in Australia. A portion of it—280 feet long and 26 feet wide—was replaced some five years ago (having been washed away), and the entire cost was only £1,121. That jetty runs out into the open ocean, and stands the force of gales from all quarters. The piles are all of turpentine wood, and have been found to stand well, for they resist the action of the cobra better than any other description of hardwood, and it is calculated that jetties built of piles of this description will last at least thirty years.

667. *Mr. Wearne.*] Would you recommend wooden piles? Yes, hardwood piles, coppered, braced, and girded together; these would last a very long time.

668. *Chairman.*] You made inquiries as to the suitability of the timber? Yes; and as to the length of time it was calculated to last.

669. *Mr. Clarke.*] In referring to the cost of the jetty at Bulli, have you taken into account the fact that timber is more readily procurable there, and consequently much cheaper? It would not make the cost of these jetties more than the sum £3,000—even with timber at twice the amount paid by the Bulli Company.

670. Do you propose to have sheds on the wharf? I have given very little attention to the sheds, because my thoughts were mainly directed to berthing the shipping; but perhaps it would be better to have them on the wharf, because by sheltering the goods the ships might keep on discharging even on a wet day.

671. Would not this space which you have given be soon blocked up with goods if a vessel went on discharging rapidly? The goods would have to be removed before that came about. An area of 40 feet by 200 feet ought to be sufficient to keep a ship going all day in discharging.

672. Then besides the jetty you would have some space on the wharf? Yes; there would be 75 feet and 40 feet of jetty, or 115 feet in all, of wharf frontage for each ship, and some would have more than this. Then with regard to this land at the back (*indicates on plan*), [the whole of it would be reclaimed and become a very valuable property for the Government. It could readily be sold for sites for bonded stores or wool sheds.

673. It has been said that at the private wharfs there is never any delay in the removal of goods, or in unloading of cargo? Yes, I have heard that such is the case.

674. Are you not aware that in most of them the cargo is taken out of the hold and put at once on to drays, which go close alongside the ship, and taken at once into the stores? Yes, that is so.

675. That is not the case at the Circular Quay, where the cargo is all put out as it comes from the hold? Yes; but the packages have distinctive marks on them, and the persons engaged in this work are very quick over sorting them out.

676. Yes; but where there are so many marks, as there are in a vessel bringing a general assorted cargo, you will want a good deal of space to sort out the packages of each shipper in order to have them carted away? That is simply a matter for the discharging clerk. He is used to his business and will most likely keep his eyes open.

677. *Mr. Macintosh.*] You have not left any of your wharf for public accommodation? I propose to give this space from the Prince's Wharf to Queen's Steps for passenger steamers from North Shore, Watson's Bay, and Manly, and build them two small jetties. The larger steamers that on general holidays are in the habit

habit of crowding into a small space at the Circular Quay, to embark thousands of excursionists for pleasure trips down the harbour, to the risk of life and limb, I propose to take to Dawes's Point, and have prepared a scheme of accommodation by which they may all lay alongside a stone wharf and take in their great loads of excursionists without risk; it is by building a retaining-wall outside these rocks at Dawes's Battery, down to low-water-mark, then fill in and reclaim the space; an esplanade might thus be made for the public. By making a road from George-street, at the back of the Artillery Stables, the public would be able to drive right down to the steamers in the omnibuses.

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678. Will you give this plan in before the Committee? Certainly; I prepared it specially for them. I may point out here (*in the plan*) that a surface-drain, 6 feet wide and 2 feet deep, runs round the Quay, so placed as to intercept all silt, stones, particles of the street metals, &c., which are carried down the sloping streets and into the cove during heavy rains; and by giving this drain a slight gradient in the direction of the proposed reclamations for the new wharf, the whole might be discharged into the space so enclosed, and would gradually fill itself in without any additional expense. The outer kerbing of the new wharf should be raised 1 stone, or if piles, 18 inches higher than the drain, which would prevent any overflow into the cove from a too great rush of water, until it could get off.

679. Would there be any difficulty in removing and berthing ships under your plan? Not the slightest. Immediately the vessel is discharged the steamer can hook on and take her out of the way in half-an-hour.

680. *Chairman.*] You consider that your plan is more convenient for the berthing of ships than is that of Mr. Moriarty? Yes, I think so. The fault I find is, that at the ends of two narrow jetty heads he has berths for a large ship. Now I think it is not possible to berth a large ship in that position without reverting to the system which is now so much objected to. At the same time, I must confess that this plan of Mr. Moriarty's is a most ingenious one, and that I have never before either seen or heard of this echelon scheme of wharf in any port or dock-yard in the world. In fact, except that it only provides a very limited accommodation for shipping, I fancy I should prefer his plan to any I have seen.

681. As far as the accommodation goes you think yours is the best? Yes; and I look upon the amount of accommodation for the shipping as the most important part of the business, because I believe that in ten years' time you will have double the trade to this port that you have now. The Admiralty have sent out instructions for 11,000 tons of coal—for the China and Eastern fleets to be supplied with Australian coal. You will no doubt have the supply of the Pacific squadron also in time, and then you will find that your harbour will be full of ships, and will require all the wharf accommodation that can be found, for vessels coming here for a cargo of coal are hardly likely to be sent to the port in ballast.

682. *Mr. Wearne.*] Does your estimate of £60,000 embrace the whole of the cost? Yes, all, except the cost of the sheds and platforms. These would cost another £10,000.

683. *Chairman.*] What do you estimate will be the cost of the improvements at Dawes's Battery? I have not gone into that. I may say that with regard to the soundings marked on my plan they have all been taken by me last month very carefully. This dark line is a line of equal depth of 24 feet. Outside it is deeper. A ship requiring to be berthed in 24 feet of water would have to be put here. (*Witness indicates on plan.*)

THURSDAY, 17 APRIL, 1873.

Present:—

MR. CLARKE,	|	MR. WATSON,
MR. SUTHERLAND,	|	MR. WEARNE,

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Edward Flood, Esq., called in and examined:—

684. *Chairman.*] The plan which you see before you (*plan marked B on the table*) is one prepared by the Engineer for Harbours and Rivers, and it proposes to give to each ship a separate wharf. The white portion represents the stone wharf as it at present exists; the portions tinted pink represent wooden jetties, which are supposed to be raised sufficiently high above the stone wall for a dray to back up to them, so that the bed of the dray may be level with the floor of the jetty. Then it will be observed that each of these separate jetties is divided and roofed over, and a space enclosed for the temporary reception of bonded goods. It is said that if necessary a ship might discharge from three hatchways at once. The advantages of this proposal are summed up by those who support it, by saying that each ship would have a jetty to herself, and therefore her cargo would be free from getting mixed with any other ships cargo, and would be landed under cover, and in bond if necessary, and that several drays could load at once to take the cargo away, there being a much broader space for drays to back in than would be allowed by any other means that could be devised. (*Lieutenant Gowlland's plan, marked F, laid on the table.*) The Committee, from some observations that dropped from you in your former evidence, have thought that you would like to see this plan, and we should be glad if you would give us any opinion you desire to offer on the plans as submitted? For the first time I have heard that it is intended to raise a platform along the whole of the eastern side of the Circular Quay, for the purpose of allowing drays to back up and take goods off the platform. We may possess more knowledge in this country than people in other parts of the world. I have been in all the London Docks—nearly all the docks on the Thames,—and in all the Liverpool Docks; I spent two or three days in the Liverpool Docks, and also all the docks in New York, and in all these places the platform is level with the roadway. There is no such thing as an elevated platform for the purpose of drays taking goods off the jetty. It appears to me that the projector of this plan has lost sight altogether of the fact that if we have, as I find from the Statistical Register we have, some 800,000 tons of goods received into the port, we have about the same quantity exported. Now, a large portion of the goods that are so exported are of a heavy character. I take, for example, wool. There are shipped from the Circular Quay from 110,000 to 120,000 bales of wool annually. This wool is put up in packages, which weigh from 5 cwt. to 25 cwt., and it is taken from the stores on trucks. By this plan (*plan B*), Mr. Moriarty's, the trucks will be stopped as soon as they get to the stage, and the wool will have to be lifted up by manual labour on to the

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E. Flood, Esq. stage, and then have to be trucked again to the ship's hatchway, where it will be lifted up and put into the hold. The Committee will see that that will entail enormous expenses on the exporters, as well as to the owners of ships in that one single item. In reference to tallow, at least three-fourths of the tallow that leaves this Colony is brought to the Quay on drays, and the whole of it, when it arrives there, has to be coopered. It will never do to put this tallow upon the jetty for the purpose of coopering; it would take up the whole of the landing-place. The average weight of tallow is from 6 cwt. to 9 cwt. We have also a large quantity of meats which come from various parts of the Colony by our coasters, but are invariably carted and landed at the stage of the Circular Quay. That of course could be put on to the stage or platform, and taken on board at once; but even then it must be trollied from the edge of the stage. If the stage was level, the same as the London Docks, and other docks to which I have alluded, the drays could go right up opposite the ship's gangway, and deposit the goods in the ship's hold, and have them taken in without any inconvenience whatever. I have heard that that difficulty is to be got over—perhaps it is not a great breach of conversation to say that I have heard that most of the wool will be pressed away from the Circular Quay, and carted so that it can be deposited on the stages, just as any other goods; but how will it be in reference to tallow and various other goods, the whole of which, including wool, must be taken upon trucks to the gangway of the ship? But I think the time is very far away when wool to any great extent will be pressed away from the Circular Quay. The great conveniences we have at the Circular Quay must surpass anything that may be contemplated by pressing wool away from it. The expense of cartage will be so considerable that I think that time is very far distant. I object to this plan also, on the same ground, that I do not believe we possess in this Country more ability than is possessed in those countries to which I have alluded. I think those who recommend this plan appear to have lost sight altogether of one fact,—the value of this frontage. I value this frontage at the present time is worth from £60 to £80 per foot, the frontage to the Circular Quay, if it was used economically; and by this plan (B) it appears the value of the property is no consideration whatever. Now, by Lieutenant Gowlland's plan (F), the amount of wharf accommodation can be increased at a much less cost than by the other. For instance, I take the extreme north-eastern pier. That pier, without any inconvenience to the navigation of the harbour, can be doubled in its length, and four ships could lie at it—two on each side, if necessary. Some people would say the goods would be so mixed up that it would create all kinds of inconvenience; I do not believe anything of the kind. There are persons there to see the goods landed, and the goods are supposed to be taken away as soon as landed. I apprehend the Government do not intend to have this valuable property as a place to receive and store goods, which as soon as landed should be carted away to their owners' stores or warehouses. There is another advantage in favour of Lieutenant Gowlland's plan: that in case of fire a ship could be hooked on to and unmoored in less than half an hour and taken away. But I defy anyone to do that when ships are jammed in one behind the other, as in plan B. 685. I think they have given up that central berth? I should think so. I look upon the whole scheme as something that existed some two or three centuries ago.

686. You were going to describe the difficulty of unmooring a ship in case of fire? If a ship caught fire near the head of the cove there would be the greatest difficulty in getting her away from her moorings, while by plan F the whole of the ships can be taken away without any difficulty whatever, as if properly made fast with cordage the ship's carpenter could cut the moorings in five minutes. I do not know whether this is or is not overcrowded (*plan F*). There should be a space between these ships sufficiently capacious to receive two coasters, as well as two first-class ships—about 130 feet—not less than that, between the piers. Supposing the extreme breadth of each ship to be 40 feet, the two ships would take 80 feet, and the two coasters each 20 feet—that would make 120 feet; but I would rather have it a little more. By this plan (F) no anchors are necessary to be dropped at all. In one part of New York there were piers carried out something like these, and a buoy placed so that in very severe weather, ships could be made fast to that buoy. But there are all kinds of protection for vessels lying at these piers, because they can be made fast to other ships; or if there should not be a ship there they can be made fast to the bollard on the adjoining pier. If the roadway is kept level with the pier all goods can be taken from the stores immediately along the Circular Quay, right on to the landing-place, opposite the tackle, to be lifted into the ship. At present we can only get to the foot of the stage with a heavy package of wool, such as I have described. This roadway outside the jetty should be upon a slight incline, so that all the water that may fall upon the Circular Quay will rush towards the open culvert near the stores; and then there should be, as I have already stated on a previous occasion, large silt reservoirs for the purpose of collecting all solid matter, allowing only the fluids to pass into the cove by the drain. Those that are now in existence are too small; every shower they choke up. One at the foot of Phillip-street is, I think, stopped up now by the last rain. If you had proper silt reservoirs round the cove there is no reason why 20 tons in a year should go into this beautiful cove. It is only by gross blundering that large quantities of silt are allowed to go into the cove. There has been something said about the expense; of course I can say nothing about the expense, because you may construct works of this kind either of wood or iron; the mode of construction will determine the expense. If I could have got this plan, and have known the kind of erection the Government contemplated, I dare say I should have been able to have come as near the cost, according to the market value of labour and materials, as most persons in the Colony; but not having the particulars before me, of course I am not able to give the Committee any idea. But from my experience in reference to estimates, made by public officers, I place very little confidence in them as a rule; they are made without having detailed information before them, and that generally will form the basis of an excuse if the estimates are exceeded, as they very often have been some 50 per cent., as was the case with the improvements south-west side of the Circular Quay, the City sewers, the Railway works between Sydney and Parramatta; all these works cost, I think, from 1 to 300 per cent. more than the original estimates, without any reasonable cause for the increased charge. There are also many other works which, if I had the time to look through the Parliamentary Statistics, I think many others might be produced as evidence of the worthlessness of such estimates. I wish clearly to be understood that I do not intend to cast any imputation upon the Engineer-in-Chief, whom I consider a valuable public officer, but in my opinion has a great deal too much to attend to, and, in consequence, some of the works which he is expected to carry out are not in my opinion as satisfactory as they might be if he had less to do.

687. There are other plans. The Committee would be glad if you would look at them? Speaking of estimates, I do not like that a statement of the kind I have made should go forth without my being able to

to point to some evidence of the fact. During my Parliamentary career there was an estimate made for a portion of the Circular Quay, which was to cost £ , and it cost more than double the estimate. I stated in the House that before it was completed they would have to take up the platform they were putting down of foreign timber—Oregon—and what I then stated came to pass; the whole fabric of the platform began to decay before the work was finished. It seems to me that, comparing the cost of the two plans F and B with the accommodation offered to the public, the advantage is immeasurably in favor of plan F.

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688. This is a plan (*plan D*) to show one main central jetty going out from where the Prince's steps are now? This plan I think I have spoken of before—or at least a plan of this kind. The objection I have to this plan is, that all the goods landed upon the pier must pass through one entrance. We have a plan something like it at Melbourne, but there they were compelled to adopt it; they have not our beautiful harbour, where you can build piers or jetties in any shape or form, nor have they warehouses contiguous to the pier. The railway runs right on to the pier and takes the goods away to some distance—3 or 4 miles, I think.

689. Into Melbourne? Yes. We do not require that; our conveniences are so much greater, and we can have them at so much less cost. I do not know what the pier at Melbourne cost, but it must have cost perhaps half a million of money; seeing the kind of quicksand they had to build it on, and knowing they sank many ships there for the purpose of getting a foundation, the cost must have been enormous. As far as I am concerned I do not consider this plan (*D*) at all eligible.

690. *Mr. Watson.*] Having seen plan B and plan F, I gather from your evidence that you consider plan F the most preferable, and the one which offers the greatest facilities to the port of Sydney? I do; and I may say I am borne out by all I have seen in various parts of the world; in England, in the docks in the Thames, and in Liverpool, and in New York, there are no such constructions as raised platforms for drays to take goods from.

691. *Chairman.*] You have been for some years now largely engaged in the shipping business? Yes, I have been actively engaged in it for about the last ten years.

692. You have loaded many ships carrying wool to London? Yes; I have put as many as 54,000 bales on board ship in a season.

693. How many ships did that quantity freight? About fourteen.

694. I merely ask these questions in order to elicit from you whether the circumstance of your having been engaged in this large business in connection with the shipping of this port led you to pay special attention to dock accommodation in England and America? It did. I was very anxious to know how the people in the old country carried out the various works in loading and discharging ships; and I took also particular notice—in connection with that kind of business—of the various tramways I saw. The greatest place in England for tramways is Liverpool; there are tramways in every part of the docks.

695. As far as your observation went, being expressly directed to the subject, it confirmed the advisability of the plan marked F? Yes. It appeared to me that in every place I visited, in the old country as well as in America, the great study they had in view—in addition to the public convenience—was the economy of labour. Plan B certainly creates a necessity for additional labour of a most expensive character by this elevated platform. I recollect being concerned with the Queensland Steam Navigation Company, and we had a jetty at Struth's Wharf, which we found to be too low. We built another with a platform, and we found the platform the greatest possible inconvenience; most of the goods had to be dropped outside the platform and lifted up at the greatest possible inconvenience, because it very often occurred that the place was jammed up and they could not get the drays to the platform.

696. *Mr. Clarke.*] Do you consider that these proposed open sheds and temporary bond are unnecessary? I think they are altogether unnecessary. I have already stated, in my former evidence, that I would enclose the whole place in the way the London docks are enclosed—I mean the whole of the docks about the Thames.

697. Not close to the water's edge? No. I would enclose the land up to the road. They are the same in Liverpool, in most of the docks, but some have open sheds. There are large entrance gates where drays, between certain hours, have ingress and egress; and there is a wicket gate where there is an officer stationed at all times. You can take anything into the dock without interference, but you cannot take anything out; if you are coming out with a parcel you are stopped by the officer. There might be as many gates as you think proper. I am opposed altogether to the public being put to the expense of separating these wharfs. If they are let separately to individuals, then for their own convenience these parties might put up temporary fences themselves, and whatever plan may be adopted these wharfs should let separately.

698. Have you not heard that ships are sometimes compelled to leave off discharging bonded goods at 12 o'clock in the day? Yes, they do complain.

699. Have you heard the reason? Because bonded goods have to be gauged or regauged, and then shifted to a bonded warehouse. But if the whole wharf were enclosed these goods could be left in an open shed, just the same as goods on board the ship.

700. Do you propose to have one open shed right round? Right round the whole place.

701. Would not that interfere with the private stores? No, not at all.

702. *Mr. Wearne.*] If there is to be one shed, surely it would be an advantage to have it off in compartments—it would be far better for each vessel to have a compartment to herself? That is matter of opinion.

703. Your great objection is to the raised platform? Yes; I object to the raised platform as inconvenient and expensive to shippers.

704. But it must be an advantage to all goods imported? I do not think so. The advantage is of a trifling character.

MONDAY, 21 APRIL, 1873.

Present:—

MR. CLARKE,
MR. PARKES,MR. SUTHERLAND,
MR. WEARNE.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Lieutenant John Gowlland, R.N., called in and further examined:—

Lieut. John
Gowlland.
21 April, 1873.

705. *Mr. Sutherland.*] Will you look at your proposed plan of the wharf at the Circular Quay (*plan F*). You have estimated the cost of carrying out that work at £60,000? Yes, that is about the estimate.

706. What weight per superficial foot do you propose that your wharf should be able to carry, and what should be the proper weight that a first-class wharf, such as the Government should construct, should bear? Before you go into these matters I must explain to you that I am not an engineer. I made this plan as a sailor for berthing ships, and having made the plan I did my best to obtain as near as possible an estimate from practical men competent to give an opinion as to what the cost would be without studying the subject. I could not go into the weight the wharf should bear per superficial foot, so that I am not prepared to answer the question. My information as to the probable cost has been derived from men who are in a position to give reliable information on the subject.

707. Could you give us the names of these men? One of them is Mr. Simmons, who has built a great many wharfs about Sydney.

708. What is his address? He lives at Balmain, near the Abattoirs.

709. Can you give us the name of any other? Mr. Nancarrow, the chief foreman for Mr. Young, the contractor. I may mention, with reference to Mr. Simmons's career and qualifications to give an opinion, that he built the Grafton Wharf, and he assisted, under Mr. Moriarty, in putting down the piles for the Pyrmont Bridge; he also built Captain Smith's Wharf at Miller's Point, Town's Wharf, and Struth's Wharf. He also built the Waratah Wharf at Newcastle. He gives me an estimate for doing the whole of this work in any way the Government may require, to any specification, for £80,000; that is, adding 25 per cent. for its being Government work, because there is so much rejected by the Government officers. He says that in doing Government work the superintending officers reject and alter things so much that the tenders are always 25 per cent. higher than for ordinary work. He told me that under the supervision of any one he knew he would do this work for £60,000, but it would cost £80,000 to the Government, and for that he would do it in any way the Government wished. I then saw Mr. Nancarrow, and he went into the calculation rather minutely, and his estimate for the whole work would be under £80,000. These are the authorities on which I base my estimate.

710. *Mr. Wearne.*] Has Mr. Nancarrow seen your plan? Not this plan before the Committee, but I showed him one which is very similar—a rough draft in fact. Mr. Nancarrow's estimate is for ten jetties only.

711. Is the drain shown on this plan included? No; but by leaving out the last pier, as I suggested in my former evidence, the money so saved would make that drain. The drain would in fact cost less than the pier,—about £2,000 against £5,000 or £6,000.

Edward Orpen Moriarty, Esq., Engineer-in-Chief for Harbours and Rivers, called in and further examined:—

E. O.
Moriarty,
Esq.
21 April, 1873.

712. *Mr. Sutherland.*] Have you seen this plan of Lieutenant Gowlland's, marked F? Yes.

713. Mr. Gowlland states that he has had an estimate for that work from parties who would tender for it, but he cannot himself give us any practical information. We wish for your opinion as to the cost of a wharf such as that you see there, of wood, as represented by Mr. Gowlland, the piles being coppered and the ground filled in to the line shown in the plan, with a drain right round the harbour. We wish to have your estimate of the cost of the wharf as you see it there, complete, but with no buildings upon it, and level with the Circular Quay? I have made an estimate of the cost of the whole of these jetties to be constructed of wood.

714. *Chairman.*] What kind of wood? The best kinds of wood; that is to say, either ironbark or turpentine, which seems to be rather in favour at the present day for the piles; and the superstructure of ironbark, and blue gum for planking. In taking out the quantities I have done so as closely as my own experience of similar work enables me to do. I find the whole cost will amount to £264,654. I beg to hand in a paper containing details of this estimate (*Appendix H*), but I should like to explain how I have arrived at some of the particular items. The piles I have estimated to be 10 feet apart from centre to centre. That has been my own practice in timber structures; but in order that I should not seem to be guided entirely by my own practice, I telegraphed to Melbourne to get the distance apart of the piles of the Sandridge Jetty, to Mr. Wardill, the Inspector General of Public Works, and he sent me this telegram:—“10 feet from centre to centre, single rows, 22 inches diameter at top and 14 at bottom.” Supposing the piles to be 10 feet apart, it will take 1,902 piles; and the depth of water shows that they must average 60 feet in length. I have made a rough approximate sketch of one of these jetties, showing what it must be to carry the weight which a first-class jetty may be expected to have upon it at times. (*Plan produced. Appendix G.*) This shows plan, elevation, and section of one of the jetties. On the left hand side of it is represented the existing wharf front; outside that is the reclaimed ground, tinted pink; outside that again the retaining wall to keep the reclaimed ground up and prevent it tumbling into the harbour. It also shows the rock at the bottom of one of the jetties; it merely gives one, but the others vary but little. It shows also the number of piles longitudinally. This transverse section shows the number of piles transversely. The piles are supposed to be driven 25 feet into the mud at the bottom. I may say I do not think that is by any means excessive, because in the Woolloomooloo Bay Wharf we drove piles 70 feet long, at Glebe Island 75 feet, and in the Pyrmont Bridge from 60 to 75 feet in length.

715. *Mr. Wearne.*] You do not know how deep the rock is? We know it is at all events the depth shown here. The cost of the piles I estimate at 5s. per foot run. In order to show that that is about a fair estimate, I have brought up with me the tenders for the Woolloomooloo Bay Wharf, and also for the Glebe Island Bridge (*produced*). The first tender for the Woolloomooloo Bay Wharf was 7s. per foot run;

run; the next, Mark Faviell's tender, was 4s. 4d. per foot run. With reference to this discrepancy, I may say that the difference in the whole job is not so very great, because their prices vary for other portions of the work in the inverse ratio. We have had tenders varying 100 per cent. Joseph Sorry tenders at 5s. per foot run. This man's prices I have taken because they are about a fair average throughout.

E. O.
Moriarty,
Esq.

21 April, 1873.

716. *Mr. Sutherland.*] Can you get work of the same kind constructed for the same price now? No, certainly not. Piles are dearer now; however, I have put it down at 5s.

717. Are you estimating this work at the same price as the Woolloomooloo Bay Wharf was done for some years back when labour and materials were cheaper? The price we got the Woolloomooloo Bay work done for was 3s. 9d.; but I may tell you that the man was ruined by it; but at the same time his prices for other portions of the work were considerably higher.

718. *Chairman.*] How much do the piles come to at the price you name? 1,902 piles—£28,530. On the piles come a row of transverse caps; these caps I assume to be 14 in. by 14 in., which are the dimensions I have always used, and I have also estimated them at 5s., which I find to be the average price of these tenders. Sorry takes them at 6s. 8d. The caps amount to £5,262 10s. Then there are girders 12 in. by 12 in. Both caps and girders are necessary in order to distribute whatever weight is placed on the wharf over a certain number of piles. They come to £10,500. Guards round jetties, 6,453 cubic feet, £1,613 5s.; braces 14 in. by 7 in., 23,112 cubic feet at 5s.—£5,778. These horizontal and diagonal braces are always used; I have never seen a good wharf without them. Planking 4 in. thick, 1,597 squares—£8,224 11s. That is also the usual price for similar work. Muntz metal for 1,902 piles, at 2s. 3d. per foot superficial. Our prices vary from 2s. 2d. to 2s. 6d. I may tell you that Muntz metal is a very bad material; you can never tell when it will corrode; but we are obliged to use it to save expense.

719. What is the difference between Muntz metal and copper? Copper costs half as much again; Muntz metal is mixed with an inferior alloy. Muntz metal for 428 braces—£21,862 9s. 3d.; Muntz metal bolts for securing braces—£1,394 13s. 4d.; tarring—£2,000; cast-iron shoes for 1,902—£1,902; wrought iron, 34,000 lbs.—£8,500; masonry retaining wall, 19,059 yards—£57,177. This reclaimed ground is proposed, I presume, to be faced with some sort of wall, to prevent the filling in from falling into the harbour. Filling at the back of retaining wall with stone ballast or other approved material, 107,560 cubic yards, at 2s.—£10,756; ballasting, forming, and metalling this reclaimed space—£4,300; ten sheds, at £1,500 each—£15,000; twenty steam cranes, at £750—£15,000; making in all, £240,595 8s. 7d.; add 10 per cent. for contingencies, £24,059 10s. 10d.,—making the whole cost £264,654 19s. 5d. If you divide the whole cost by the number of berths, twenty, it will be £13,232 per berth; that is, supposing these piers to be constructed of timber. Now, I would like to point out a very important matter in reference to this. Probably most Members of the Committee know that the western side of the Circular Quay was constructed of timber between 1852 and 1856. Its first construction cost £47,000, and the cost of its maintenance since, taken from the books of my own Department, has been as follows:—In 1858 and 1859 it cost £2,000 for repairs; in 1860, £6,225; in 1861, £1,196; in 1862, £1,400; in 1863, £1,146; in 1864, nil; in 1865, £16; in 1866, £1,594; and it has cost altogether from 1858 up to the present time £14,000 to repair that timber structure.

720. *Mr. Sutherland.*] How long will it be before we require a new one altogether? It will have to be taken down within the next eight years. It is going rapidly to destruction.

721. *Mr. Clarke.*] It was never properly built? No. It was scandalously done, no doubt. But timber will not last. I have determined on never using timber for a wharf if I can help it. It is a fertile cause of expense.

722. *Mr. Wearne.*] In your estimate have you included the cost of the drain shown on the plan? No. I would put that further back. On this plan the work will cost, as I have said, £13,232 per berth. Some Members of the Committee inspected the Darling Harbour Wharf this morning. There are nine berths there for the largest class of ships visiting Sydney, and the total cost of that wharf, with all the iron in place and finished, as far as the ironwork is concerned, is £40,147. It will take £10,000 more to plank it all over and fill in in the rear, which will make the cost of the whole work £50,000 for nine berths, or £5,555 per berth. My estimate for the Circular Quay was £89,000, which gives £8,090 per berth, showing a considerable balance in favour of the Darling Harbour Wharf, or of my proposed plan for the Circular Quay, over that proposed by Mr. Gowlland.

723. *Mr. Clarke.*] Is that stonework necessary? Yes. I do not see how a lot of filling is to be kept up in 16 feet of water on a muddy bottom without a sort of wall.

724. *Mr. Wearne.*] You have nothing of that kind at Darling Harbour? Yes, there is a stone dyke at the back, and there will be a stone wall on the top of it, for which we have the sum of £10,000 voted. We contemplate spending £10,000 more, and then we shall have a wharf that will last for ever. I do not know that anybody can limit the endurance of a work of that kind. The subject of iron was gone into very carefully by the British Association, who appointed a committee to inquire into it, and they found that the rate of corrosion of cast-iron in sea-water is a quarter of an inch in a century. Now these cylinders at Darling Harbour are one inch and a quarter, which gives five centuries for the ironwork, and then there is a column of concrete inside which will last for I do not know how long.

725. *Mr. Clarke.*] What would be the expense of doing this work in iron instead of wood, on Lieutenant Gowlland's plan? I have not estimated for the whole of this, but I did for one of the other plans, and I think it came to about £290,000.*

726. Would it cost a great deal more to run out this distance with iron? I suppose it would cost half-a-million of money.

727. *Mr. Sutherland.*] Would there be room for the dredge to work between these piers if it became necessary? No, there is not room for the dredge and the punt. There is another very formidable objection to this plan, that in the event of a fire occurring at any of these wool stores there would be four or five ships in dangerous proximity to it, and if a fire occurred on board one of the ships at night there would be great risk of losing the whole tier. Supposing a southerly wind were blowing, and a vessel's fastenings were cast off, she would instantly drop down alongside the next vessel; their yards would get interlocked, and there would be no possibility of getting them extricated. In point of fact these vessel's yards would interlock at any time by 10 feet. There would be extreme difficulty in moving any of them at night with their yards and ropes interlocked. There is another great objection:

Many

* This was for ten berths, or £29,000 per berth.—E.O.M.

E. O.
Moriarty,
Esq.

21 April, 1873.

Many of the vessels that come here from England go on to China and India with coals; and if you go down to the Circular Quay now you will see a large steam vessel alongside discharging her cargo on one side, while she is taking in what they call stiffening and her coals from a steam collier on the other side. A vessel could not do this with this arrangement. You could not by any possibility get a coasting steamer in there between two of them. There is another great objection to these jetties: If the goods landed on the jetty are to be run on shore by tramways, there is no space left on which to stack them, and no space for a bonded store, or any kind of store. Another objection is, that vessels at these jetties have no windward fastenings. They would have to lay out their own anchors or buoys. I believe no vessel could lie in safety broadside on to these jetties in a southerly wind. Down Phillip-street there is a regular funnel. We find at Newcastle, where we are obliged to moor vessels broadside on to the westerly winds, that they sustain frequent injury, and our wharf is constantly sustaining damage. But it seems to me that one of the most formidable objections is the danger of fire. If the design were to concentrate all the trade, or as much of it as possible, opposite these wool stores, I could understand it; but if the design is to utilize the whole space, then it seems to me it is a mistake.

728. *Chairman.*] The jetties are not confined to the space opposite the wool stores—they go the whole length of the wharf frontage? Yes; but by this plan there is more of the business concentrated here than by the other.

729. Do you know a contractor named Simmons, who has built several wharfs about Sydney, Struth's Wharf, Smith's Wharf, and the Grafton Wharf? No, I cannot say I do. If he put up the Grafton Wharf I think he is a person to be avoided. Some of the Members of the Committee have seen what sort of a structure that is.

730. It has been stated to the Committee that a contractor named Simmons, who has put up several wharfs, would contract to do the work, according to that plan, for £80,000? That is mere folly. If his qualifications are that he put up the Grafton Wharf I think that ought to be sufficient.

731. *Chairman.*] Leaving out of sight any particular work that he has put up, if he undertook a contract and found security for its performance, would not the Government be quite safe? I do not think the Government could be safe in entering into a contract for work which is not described in a specification.

732. Supposing the work to be done were fully specified, the piles to be of certain descriptions of wood, subject to examination, coppered in a certain manner, driven a certain length, at certain distances apart, with girders and caps of specified strength, and all subject to supervision, with a power of rejection;—supposing he undertook, under all these specifications and conditions, to build the wharf for £80,000, with ample security for its performance, would not the Government be safe then? The Government is never safe in entering into wild bargains with private individuals. The man would do just as much work as he could make money by, and no more.

733. Does not the Government always enter into contracts with private individuals? They do; but they know whom they are dealing with. I should not give up my experience of the cost of this work for Mr. Simmons or any body else who has not had half the experience that I have. I have brought with me, and have already shown you, the practical proofs of what this work will cost.

734. *Mr. Clarke.*] Do you know Mr. Nancarrow, foreman for Mr. Young, the contractor for the Post Office? No.

735. *Chairman.*] Do you know Mr. Young? Yes.

736. It was given in evidence that his principal foreman would enter into the same contract for the same money? I should like to know what he proposed to do. To say that he will build these jetties for a certain sum is one thing; but to say he will do the whole work according to a specification he has not seen is what I do not expect from any sensible man.

737. Would you not advise the Government to accept Mr. Young's tender? I would, if Mr. Young knew what he was going to do.

738. Is he not a man who has shown that he knows what he has to do? Yes, certainly.

739. If all the requisite conditions for the construction of these jetties were reduced to a legal specification, and Mr. Young were to tender to build the jetties according to this specification, and bind himself to them, have you not sufficient confidence in him to believe that he would perform what he undertook? There is no specification as yet. No doubt if there were a specification, and Mr. Young tendered under it, he could be relied upon to perform the work. But that is not the case at present. As I understand the matter, we are going now not upon a specification but simply upon a vague statement that Mr. Young or his foreman will do certain work for a certain sum, with no specification whatever. He may consider that piles 15 feet apart will be sufficient, or metal of 15 ounces to the superficial foot—I should want it 24 ounces, and the piles 10 feet apart; there is a difference of £20,000 at once.

740. What you mean is that any estimate, roughly made now, would in all probability fall very short of an estimate made under proper specifications? Yes. It is not of the slightest value without specifications. That is what induced me to give a rough approximate sketch to show the quantity of work, and it is based upon ascertained data as regards the depth of the piles, their distance apart, thickness of copper, and so on.

741. You will be good enough, if on looking over the transcript of your evidence you think it necessary, to append any other information that may be of use to the Committee.

WEDNESDAY, 23 APRIL, 1873.

Present:—

MR. LLOYD,
MR. MACINTOSH,

MR. SUTHERLAND,
MR. WEARNE.

THE HONORABLE HENRY PARKES, ESQ., IN THE CHAIR.

Mr. Richard Nancarrow called in and examined:—

Mr. R.
Nancarrow.

742. *Chairman.*] What situation do you hold in Sydney? I am foreman for Mr. John Young, the contractor.

23 April, 1873.

743. How long have you been foreman for Mr. Young? I have been with him somewhere about twelve years, one time and another; out of that twelve years I have been somewhere about ten years in his service.

744. All that time in Sydney? No, not in Sydney; in Victoria and in other parts of the Colonies.

745.

Mr. R.
Nancarrow.

23 April, 1873.

745. What other parts of the Colonies? I have been through his work in Victoria and here, and also upon the railways both in Victoria and here.
746. Have you been in any other Colony? I have been in South Australia, but not under Mr. Young.
747. During the time you have been engaged with Mr. Young what works have you been employed upon as his foreman? Almost every kind of work in the shape of building and heavy timber work.
748. Could you mention some of the principal public works? The Ballarat Gaol is one job I did for Mr. Young in Victoria. I then came over here and built St. John's College for him, and afterwards went back to Melbourne, and took charge of the Lunatic Asylum at Kew.
749. Were you engaged upon Mr. Young's contract for the Lunatic Asylum at Kew all the time, or only part of the time? Nearly all the time. There was another man over me there.
750. Have you been engaged on any other public works in Victoria or New South Wales? This Post Office I have done right through for them.
751. Had you anything to do with the Exhibition Building? Yes; I put up all the heavy timber work there for him, in the roof and so on.
752. Have you ever been engaged upon the construction of wharfs? I have done a good deal of heavy pile-driving for bridges, and that sort of work.
753. Where? In Victoria,—the approach going to the Asylum at Kew.
754. Did you do any other work of that description in Victoria? No.
755. Have you ever been engaged on railways? Yes, on the viaduct at Picton, after the first foreman left it.
756. Did Mr. Young contract for the Post Office in Melbourne? No.
757. Have you been engaged on any other works in this Colony besides those you have enumerated? No.
758. What were you engaged upon in South Australia? I built the Hospital on the Borders, at Mount Gambier, for the South Australian Government, or the first portion of it, under a contract for £11,900.
759. Were you the contractor? I was the agent for the work; I went up and took out the quantities, tendered for the job, and got it. I was then mixed up with Mr. James Mackenzie.
760. When were you in South Australia last? That was before I came away to this Post Office.
761. How many years ago? About five years ago.
762. Was your attention ever directed to the river wharf at Port Adelaide? No. I tendered for the wharf at Willunga, when I was in Adelaide.
763. Have you had any intercourse recently with Lieutenant Gowlland? Yes; he called on me the day before yesterday, about 12 o'clock, showing me some plans he had prepared for the wharf below here.
764. How many years have you been engaged in work of this description altogether? From my childhood.
765. I rather mean how long have you been engaged in a responsible position as overseer, or sub-overseer, or contractor? That is a position I may say I have filled from my childhood, because I was brought up with my father as a builder in the West of England.
766. We place before you a plan, marked F, prepared by Lieutenant Gowlland;—have you seen any plan of the same kind before? Yes; that is a similar plan to what he showed me.
767. You understand the work which it is proposed by that plan to construct? Yes, I understand the portion described to me by Mr. Gowlland. That is what I have gone into.
768. You understand that the jetties are to be run out a considerable distance into comparatively deep water, and to be supported by piles coated with Muntz metal? Yes.
769. And you have considered the necessary strength both for platform and supports for such jetties, I suppose? Yes.
770. How far apart do you suppose the piles ought to be to support a jetty of that kind? I have taken them at 8 feet from centre to centre.
771. That would not be much more than 7 feet actually between the piles? About 6 feet 6 inches or 6 feet 8 inches. These long piles, such as would be required for one of these jetties, would average 50 feet in length, and most likely would run 14 to 20 inches on the top; then the spaces would be less. I consider the piles in a work of this kind should not be more than 8 feet apart from centre to centre, but some people might say 10 feet.
772. Of what wood should they be? I cannot think anything is better than ironbark. In fact I do not know where you would get suitable timber other than ironbark.
773. And the floor of the jetty —? Should be ironbark also. Floor cap pieces and longitudinals I have taken as gum.
774. There is a new portion of the wharf to be made, independently of the jetties, as represented in the plan, tinted pink —? From Mr. Gowlland's information I have taken that at 1,600 feet in length by an average of 60 feet wide.
775. Of what would the retaining wall for that be? I would have nothing at all of that kind; it should be all pile work as described to me. The piles for that I have taken at an average of 40 feet in length and 10 feet from centre to centre in the cross section, for a length of 1,600 feet by 60 feet, not to include the piece beyond the end of the northern pier. The jetties I have estimated for are nine in number.
776. What is the intended length of these jetties? I have taken them at 200 feet by 80 feet inside and 60 feet outside.
777. Have you given sufficient attention to the subject, from the plan and the information supplied to you by Lieutenant Gowlland, to be able to form an approximate estimate of the cost of construction? Yes, I have gone into the quantities as near as possible.
778. We are to understand that there will be a row of piling, of an average width of 60 feet, along the face of the present wharf? Yes; these piles will be of an average length of 40 feet, 8 feet from centre to centre in the longitudinal section, and 10 feet in the cross section. The jetties will be 200 feet long by 80 feet wide inside and 60 feet outside, and the piles of an average length of 50 feet. The cap-pieces and longitudinal pieces might be of gum, but the piles and waling braces should be of ironbark.
779. With your view of the work required, what do you suppose it can be constructed for;—I only ask for an approximate estimate? I think the wharf would cost about £37,260—that is, taking it at 1,600 feet by 60 feet.
780. The extension of the wharf proper, marked pink on the plan, without the jetties? Yes. The jetties I have taken as nine in number, of the dimensions I have already specified—200 feet in length by 80 feet wide at one end, and 60 feet at the other, and with piles of an average length of 50 feet; each of these would cost £6,637. Nine times that would be £59,733; making a total of £96,993. I have no doubt

- Mr. R. Nancarrow. doubt many men would say I have placed these piles too thick, and that it might be done with piles 10 feet apart from centre to centre.
- 23 April, 1873. 781. Would you be prepared, under responsible sureties, to take a contract for the sum you have named? I think I might, as far as I see at present, unless they were to saddle me with heavier timbers than I have considered necessary.
782. With specifications based upon the information that has passed between the Committee and you as to the description of work? Yes, I should.
783. As to the character of the wood, the position of the piles, and so on? Yes, I think that is a safe estimate for the work according to the information I have received from Mr. Gowlland. I think it would be a first-class job, and would bear any weight that could be put on it in reason.
784. With what do you propose to coat the piles? With Muntz metal of 18 ounces.
785. *Mr. Wearne.*] What size of piles have you reckoned for? I have taken them of average lengths of 40 feet for the wharf and 50 feet for the jetties; perhaps some might be 14 inches in diameter, while others would run up to 20 inches; it depends upon how the timber would come.
786. *Mr. Macintosh.*] Does your estimate include all necessary mooring piles and all ironwork? Yes, everything attached to the work, as Lieutenant Gowlland described it to me.
787. Your estimate does not provide for any covering? Nothing but the surface work as you see it.
788. *Mr. Wearne.*] Does it provide for the drain shown in this plan? No, I have not included that drain.
789. *Mr. Sutherland.*] What thickness do you propose for the flooring? 4 inches. The cap-pieces 12 inches by 9 inches—the longitudinals 9 inches by 9 inches—and all the waling pieces 9 inches by 4 inches. I should wale this both on the longitudinal and cross sections.
790. You have taken the piles at an average of 50 feet in length. Suppose they should require to be 60 feet, what difference would that make in the estimate? Any extra length of piles to that extent would be worth, in driving, and taking one thing with another, not including Muntz metal, about 5s. a foot run. Of course these shorter piles can be done for a little less than that. It is only a rough estimate I have made according to Mr. Gowlland's description; and there are many things that might add to or reduce the estimate. He just called on me for a short time. I was only about an hour with him.
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WHARF ACCOMMODATION, SYDNEY HARBOUR.

APPENDIX.

[A to G are Plans.]

[Handed in by E. O. Moriarty, Esq., 21st April, 1873.]

H.

ESTIMATE of Cost of Timber Jetties for Circular Quay.

No.	Materials.	Quantity.	Amount.
1,902	Piles, averaging 60 feet, 22" diameter at head	114,120 feet, at 5/-	£ 28,530 0 0
214	Caps, 14" × 14", from 80 feet and under	21,050 cubic feet, at 5/-	5,262 10 0
210	Girders, 12" × 12", the length of jetty	42,000 cubic feet, at 5/-	10,500 0 0
	Guards round jetties, 14" × 14"	6,453 cubic feet, at 5/-	1,613 5 0
428	Braces, about 80 feet, 14" × 7"	23,112 cubic feet, at 5/-	5,778 0 0
	Planking, 4" thick	1,597 squares, at 5/3/0	8,224 11 0
	Muntz metal sheathing on 1,902 piles	380,400 feet, at 2/3	42,795 0 0
	" " " 428 braces	194,333 feet, at 2/3	21,862 9 3
	Muntz metal bolts for securing braces	20,920 lbs., at 1/4	1,394 13 4
	Tarring .....	.....	2,000 0 0
	Cast-iron shoes	1,902 cwt., at 20/-	1,902 0 0
	Wrought-iron	340,000 lbs., at -/6	8,500 0 0
	Masonry, retaining wall	19,059 yards, at 3/0/0	57,177 0 0
	Filling at the back of retaining wall with stone ballast or other approved material	107,560 cubic yards, at 2/0	10,756 0 0
	Ballasting, forming, and metalling reclaimed space	4,300 cubic yards, at 1/0/0	4,300 0 0
	10 sheds, at £1,500 .....	.....	15,000 0 0
	20 steam cranes, at £750 .....	.....	15,000 0 0
			£ 240,595 8 7
	Add 10 per cent. for contingencies .....	.....	24,059 10 10
			£ 264,654 19 5

For 20 berths = say £13,232 per berth.
 Darling Harbour—9 berths, at £50,000 = £5,555 per berth.
 Echelon plan for Sydney Cove, £8,090 per berth.

[Handed in by the Chairman, 23 April, 1873.]

I.

Robert Symons, Esq., to The Chairman of the Select Committee on Wharf Accommodation.

Sydney, 23 April, 1873.

Sir,

I have the honor to acknowledge receipt of your summons to attend at the Committee Rooms on Tuesday next, but very much regret that an important business engagement will prevent the possibility of my complying with your request.

I may mention, that in a conversation on the subject with Lieut. Gowland, I stated that the probable expense of the proposed additions to the Circular Quay would be about £80,000; but since then, having gone into the matter in detail, I find that it may be done under £100,000.

In the event of tenders being called, I am prepared to tender for the contract.

I have, &c.,
 ROBERT SYMONS,
 p. D.M.S.

[To Evidence given by Capt. J. R. Myhill, 19 December, 1872.]

J.

Captain J. R. Myhill to The Colonial Treasurer.

Harbour Master's Office,
1 May, 1867.

Sir,

I respectfully beg to call your attention to a plan for the improvement of the Circular Quay, drawn in accordance with my views on the subject, which were expressed by me before the Commissioners appointed to inquire into the condition of Port Jackson, in December, 1865, with a hope that the same may be laid before the Honorable the Minister for Works and before the Legislative Assembly.

For an explanation of the plan shown, I beg to refer you to answers to queries pp. 98 and 99, in the Report of the above Commission, also to verbal evidence pp. 46 and 49 in the same report, where my ideas on this important subject are clearly shown, and which very shortly must be taken into serious consideration by the Legislature.

Commencing at the foot of New Pitt-street, where the tank stream empties itself, it will be seen that there, and also along the whole of the south side, the silt has been thrown off from the shore for a considerable distance. On the east side, where there are no streets, the silting is trifling, until you get to the harbour steamers' reserve, where large quantities of ballast have been and are now, with quantities of other loose matter, still allowed to lay on the very edge of the Quay for shipment and other purposes, where being much higher than the Quay it is washed into the cove by every shower.

The plan submitted plainly shows how the silt has been washed down the steep road-way opposite the Mariner's Church; also, how the water remains deeper off Campbell's Wharf, where there is a cess-pool to intercept the silt as it falls.

It is to be hoped that the Honorable the Minister for Works will take this most important matter into his serious consideration, so that something may speedily be done to prevent the further silting up of the cove, and that better accommodation may be afforded for the fine class of ships that now frequent our port, and greater facilities given them for discharging and loading, the berth opposite the Commissariat Stores being the only one in the harbour where a ship of heavy draught can lay alongside the Quay for that purpose. The manner in which the ships lay moored at the south and east sides of the Quay is injurious to the ship in having to hang the immense weight of an enormous stage on to the gunwale or rail, and dangerous in consequence of the inside bilge being brought so close to the rocky bottom that the shore may be reached by a stage 50 or 60 feet long, particularly during the heavy gales of winter, which blow from the west direct on to their broadside. Certainly the ships lying at the Circular Quay run more risk of receiving serious damage from the above cause than they encounter at any other time during their voyage, or in visiting any other port in the commercial World.

Although we have such a beautiful harbour, with steep bold shores, and abundance of material to make it all that a mercantile people could wish, it is the worst provided with accommodation for shipping of any port that shipping frequent.

I believe that a sum of money has been voted for improving the Circular Quay. Would not this sum, with the yearly rental added, go far in commencing more extensive improvements than contemplated, and a further sum granted yearly until those improvements were completed? And is it not as necessary that money should be expended on so desirable an object as the prevention of the silting up of the cove, and in providing good accommodation and facilities for shipping, as in furnishing a powerful steam-dredge, punts, tug, &c., to preserve a certain depth of water? Surely one is as necessary as the other, and I am confident that both must be done, or the cove through silting and sewerage will soon be rendered unapproachable to shipping of large tonnage.

I further beg to observe that should a jetty with shed be run down the middle of the cove, the shed should be a bonded Queen's Warehouse, so that cargoes might be landed as the goods came to hand, and not be tossed over and over again in the ship's hold, searching for marks for which entries have been passed. All entries should be passed for the shed, and rent charged for goods remaining there over a certain time.

I have, &c.,

JOHN RICHARDSON MYHILL.

N.B.—A plan of proposed improvements, according to the above, on a large scale, was left with the Honorable the Secretary for Finance and Trade, and a tracing copy left with the Engineer-in-Chief for Harbours, in May, 1867.

J.R.M.

SEPARATE

SEPARATE APPENDIX.

PROCEEDINGS, EVIDENCE, &c., TAKEN BEFORE THE SELECT
COMMITTEE ON "CIRCULAR QUAY."—SESSION 1871-2.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

VOTES No. 25. TUESDAY, 23 JANUARY, 1872.

12. CIRCULAR QUAY ("Formal" Motion):—Mr. Flood 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 best means of improving the Circular Quay.
 (2.) That such Committee consist of Mr. Byrnes, Mr. Tunks, Mr. Farnell, Mr. Hill, Mr. Speer, Mr. Sutherland, Mr. Alexander, Mr. G. A. Lloyd, and the Mover.
 Question put and passed.

[Further proceedings stopped by prorogation of Parliament.]

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 25 JANUARY, 1872.

MEMBERS PRESENT:—

Mr. Flood,	|	Mr. Farnell,
Mr. Hill,	|	Mr. Speer.

Mr. Farnell called to the Chair.

Entry in Votes and Proceedings appointing the Committee, read by the Clerk.
Committee deliberated.

Ordered,—That the Under Secretary for Finance and Trade and E. O. Moriarty, Esq., be summoned to give evidence at the next meeting, the former to produce a return of the receipts and expenditure in connection with the Circular Quay, for the past five years.

[Adjourned until Tuesday next, at Eleven o'clock.]

TUESDAY, 30 JANUARY, 1872.

MEMBERS PRESENT:—

Mr. Farnell in the Chair.

Mr. Flood,	|	Mr. Hill,
	|	Mr. G. A. Lloyd.

James Thomson, Esq. (*Acting Under Secretary for Finance and Trade*), called in and examined.Witness handed in four returns relative to Circular Quay. (*Vide Appendices A 1 to A 4*)

Witness withdrew.

E. O. Moriarty, Esq. (*Engineer-in-Chief for Harbours and Rivers*), called in and examined.

Witness produced proposed plan of Circular Quay, showing improved accommodation.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain Hixson and Captain Bell be summoned to give evidence at the next meeting.

[Adjourned until Friday next, at Eleven o'clock.]

[Further proceedings stopped by prorogation of Parliament.]

MINUTES OF EVIDENCE.

TUESDAY, 30 JANUARY, 1872.

PRESENT:—

MR. FARNELL,	|	MR. HILL,
MR. FLOOD,	|	MR. G. A. LLOYD.

JAMES FARNELL, Esq., IN THE CHAIR.

James Thomson, Esq., examined:—

1. *Chairman.*] You are Acting Under Secretary for Finance and Trade? Yes.
2. Can you give us any information in reference to the leasing of Circular Quay? Yes. I have here a copy of the conditions of the last lease taken, which I can leave in the hands of the Committee. (*The witness handed in the same. Vide Appendix A 1.*) It was sold by auction on the 30th November, 1869, for a term of three years, commencing on the 1st of January, 1870.
3. Can you furnish us with the amount it brought at auction on the last occasion when it was sold? It was leased to A. H. K. Maxwell, for £5,000 a year.
4. Have there been any deductions from that rental since the lease was entered into? None that I am aware of.

Jas. Thomson,
Esq.
30 Jan., 1872.

- Jas. Thomson, Esq.
30 Jan., 1872.
5. Can you tell us how much it brought when it was sold previously? It was let to Mr. Henry Moore for the three previous years, 1867-68-69, at £3,900 per annum.
6. Can you inform the Committee what has been the cost for repairs to the Circular Quay, during the last (say) five years? Yes, I have a return, showing the cost of those repairs. (*The witness handed in the same. Vide Appendix A 2.*) Also, a return of the rents for the last five years. (*The witness handed in the same. Vide Appendix A 3.*)
7. Can you give us any information in reference to Wollongong and Kiama Harbour, as to the revenue derivable from tonnage duties? I could give you a rough idea of it, but I could append to my evidence more correct information both with reference to the duties collected at those places, and also at Newcastle. I have also here a return showing what the Circular Quay has been leased for from the 1st April, 1850, to the present time. (*The witness handed in the same. Vide Appendix A 4.*)

Edward Orpen Moriarty, Esq., examined:—

- E. O. Moriarty, Esq.
30 Jan., 1872.
8. *Chairman.*] You are the Engineer-in-Chief for Harbours and Rivers? Yes.
9. Do you know the nature of this inquiry? Yes; at least I have seen a notice of it in the daily papers.
10. It is to inquire and report upon the best means of improving the Circular Quay? Yes.
11. Have you recently made any examination of the Circular Quay, or of the waters adjacent? About two years ago I made a plan with a view to improve the facilities for loading and unloading ships at the Circular Quay, in accordance with the instructions of the then Minister for Works, Mr. Sutherland. A petition had been presented to the Government by some of the leading mercantile men of Sydney, requesting increased facilities for shipping accommodation at the Circular Quay. Upon that I was instructed to prepare a plan, which I now beg to submit to the Committee. (*The witness produced the plan.*)
12. What did you propose to do? I proposed to construct in front of the present stone wharf a series of iron wharfs generally, similar to that which is now being constructed at the head of Darling Harbour,—the arrangement to be, that each ship would have a distinct berth for itself, fenced off both from the public roadway and from the adjoining berths, and having a shed on it, so that the loading could be discharged with great rapidity, and might, pending its removal to other stores or places, be kept under the shed, which I propose to construct on the berths.
13. Was it proposed to extend the present Quay further out, or to construct a series of iron quays? A series of them, which would be continuous, and extend the present water frontage into deep water. I think you will form a more correct idea by referring to the plan. (*The Chairman referred to the plan.*) It was with reference to the eastern side that my proposal went; I did not propose to touch the western side. At present it seemed to me that this would give ample accommodation for some years to come. I proposed an arrangement by which the vessels would lie in echelon, overlapping each other; by that means there is very little if any room lost. The vessels project beyond each other, so that their bowsprits and jibbooms would not interfere with the adjacent vessels. I have shown on this plan some of the largest vessels that come into port, as the "Sobraon," the "Parramatta," the "Maid of Judah," drawn to scale. It will be seen that the arrangement will give berthing to eleven vessels of large size, that is from the Prince's Stairs round to the Government Boat-sheds.
14. What accommodation at the present time does the Circular Quay afford on the eastern side and within the extent proposed on this plan? At present there is room for about five ships, lying off as they do a considerable distance from the wharf, landing their goods and receiving cargo by means of long stages. These stages entail a considerable delay both in fixing and unfixing, and also a considerable breakage of goods, by their being trundled ashore over them. I propose that each berth should be distinct in itself, and fenced off from each other, and from the road-way, having a shed with trams leading to it, and trollies to run from the vessel to the shed.
15. How far westerly from the present Quay will these proposed wharfs extend—that is, into the water? It is a varying distance, according to position; but I have arranged so that there shall be at least 25 feet of water at the end of the wharf. I propose also that the height of the wharf shall be about 4 feet 6 inches above that of the present road-way, so as that it would be a mean of a large ship's load-water and light-water, and at high and low water-mark.
16. Would that afford greater accommodation for drays taking these goods from the wharf? Yes, the level of the proposed wharf would be just that of the bed of a dray, so that any number of drays might back up to each of these berths, and loading and unloading could go on from these wharfs continuously.
17. This system might be extended all round the cove? Yes.
18. What would be the cost of the present proposed addition to the wharfs? My estimate for it is £63,249.
19. The water along the eastern and western side of the Circular Quay has very much silted up of late;—has it not? Not that I am aware of. We keep the dredge employed there whenever we hear that a vessel grounds.
20. How is it, then, that these long stages are required? For two reasons: In one part of the Circular Quay a large vessel could not come close to the stone wall because the water was never deepened there, and there is a rocky ledge that projects. In parts where it is deep the long stage is used, because it is more easy to run goods along an inclined plane to the shore than it would be to hoist them up vertically and then to lower them.
21. By your proposed plan there would be no necessity for these stages? No necessity. I propose that on each berth there should be a steam winch fixed, and a proper tramway laid down, on which the trollies should run to the shed.
22. Do you include in your estimate the cost of these steam cranes? Everything.*
23. Is there any other means which could be adopted for the improvement of the Circular Quay, without resorting to the construction of these wharfs? It was proposed at one time to construct a jetty in the centre of the cove, but I think there are a great many objections to that. In the first place, it would seriously interfere with the available water-way for shifting large ships. In the second place, it would concentrate at the end of the jetty the whole of the business of four or five ships loading or unloading. All the goods must come out at the very narrow piece of wharf at the end of the jetty. By the present arrangement the whole of that business is distributed along the length of the Quay.
24. There was £100,000 placed on the Estimates for the construction of a wharf at Circular Quay;—was that such a one as you have spoken of running out the whole length? That includes the whole thing. Since then I have thought it better to carry out only half of the work —
25. I was speaking of the jetty? I never contemplated any other jetty.
26. You are aware that there was a sum of £100,000 placed on the Estimates? That included the whole work, a similar arrangement on the western side to that which I now propose on the eastern.
27. Do you know whether there is very much silting up now taking place in the cove? There is a good deal of silting up going on all over the harbour, both in the cove and elsewhere.
28. Where does it come from at the Circular Quay? Most of it from the Tank-stream, but some of it from Phillip and the other streets leading downwards to the harbour.
29. You sat on a Commission at one time which took a large amount of evidence upon the silting up of the harbour of Port Jackson? Yes.
30. Has any interest been taken since that time by the Corporation of Sydney to avert the continuance of the silting up of the harbour by the washing down of sand from the streets? No steps of any importance have been taken. I believe they have constructed a few gully shafts, but they have not dealt with the subject as a whole, and I have frequently had occasion to report to the Government since upon the subject, urging upon them and upon the Corporation the serious injury to the harbour, caused by the discharge of silt into it.
31. It has been ascertained, I believe, that a bar or embankment has been for some time forming at the western entrance of Sydney Cove, to the west of the red buoy? My impression is that it is to the north-eastern side.
32. Yes, but it is extending westerly from that point? No doubt of it. I have not had recent surveys made, but from having had to send a dredge there constantly I know that a great deal of silt has been taken up there, though it is impossible to take up the whole, because the finer particles are spread over the harbour.
33. Do you think the sewer contributes, to any large extent, to that? I am sure the sewer is the entire cause of that; there can be no doubt about it.

* Note (on revision):—I find this was a mistake. The cost of the sheds was accidentally omitted.—E.O.M.

34. If there were sufficient precautions taken by the Corporation to prevent the sand washing off the streets into the harbour, would not that save a great deal of expense in using the dredge in the harbour? The main difficulty in dealing with the question is this, that although we can take up the heavy sediment deposited just at the mouth of the sewer, we cannot go over the whole area of the cove, which is being steadily shoaled, because the lighter particles are deposited all over the area of the cove, while the heavier particles are deposited at the outlet.
35. Is there any appreciable tide or current in the cove? There is none; simply the rise and fall.
36. Then anything that is brought into the cove by the sewers is sure to be deposited? Yes; and not only is that the case, but the balance of current, whatever there is flowing up and down the harbour, is upwards at this point from the peculiarity of the formation of the harbour. If you look at a general map of Sydney Harbour you will find that the tide flowing up has a long reach from the Heads to Bradley's.
37. I think you said that by using the dredge you could keep the bar that is forming pretty clear? Yes; but we find that the bar is always on the south side of Fort Macquarie, and that there is very little formation on the eastern side.
38. Have you sufficient dredging power now at your command? I think we have at present; I do not know that there is any urgent necessity to get more dredges for Sydney.
39. Have you a sufficient number of punts to enable the dredges to be kept going through the day? We have some money on the Estimates for two additional ones. A plan has been adopted lately of sending most of the stuff to sea, to get rid of it for ever.
40. Is that much more economical than sending it to the Botanical Gardens? Yes, much more; and it enables the dredge to do a greater quantity of work.
41. Do the persons who are entrusted to take it to sea convey it to a sufficient distance to prevent its return to the harbour? I think they do; they are ordered to do so, and they can have no interest in not doing it, as the work is not contracted for, but the punts are our own, and the men are paid by daily wages.
42. Is not a portion of the Circular Quay built on piles? Yes, a considerable portion; all the western part, from Queen's Wharf to Campbell's Wharf, is built on piles.
43. Covered with planking? Yes.
44. And then again covered with stone? I removed the whole of the stone and left the planking bare, as I found the stones kept the planking moist and made it liable to rot.
45. In what state of repair is that portion now? Only middling; we are repairing it from time to time; but I am unwilling to carry on very extensive repairs because the piles on which the whole thing rests will, I think, have to be removed and be replaced with iron ones in a few years more.
46. Contemplating in future the carrying out of a general plan? Yes, as soon as these piles are gone.
47. *Mr. Hill.*] If these contemplated improvements are carried out, what do you propose to construct to stop any further silting? This plan has no reference at all to silting, but is simply for the accommodation of shipping. The sewerage and silting of Sydney must be taken into consideration as a whole.
48. Would not some precautions be necessary if this were carried out to prevent further silting? That would be necessary in any case.
49. How long is it since the silt traps alongside the Quay were constructed? About three years.
50. Under whose supervision? Under my own, that is to say, three or four of them.
51. Can you give me any idea how often those traps have been emptied since they were constructed? I cannot tell you; there is a person in charge who has strict orders to attend to them after every heavy rain.
52. Whose duty is it to see that carried out? A man named Tuohy.
53. What becomes of this silt when the traps are emptied? It is carted away.
54. Do you know of your own knowledge that it is carted away? I know that it must be carted somewhere.
55. Will you undertake to say that some of these traps have not been left for upwards of fourteen months, and never touched? I do not know personally whether they have or not, but I do not think they can have been left for so long a time. I do not know that I am responsible for all the silt-traps. I know I constructed three of them.
56. The traps I more particularly allude to are those along the eastern side—one immediately opposite the Blackwall Stores? I know that I am responsible for three of them—one on each side of the Custom House, and one at the foot of Phillip-street. As far as I am aware they have been regularly emptied.
57. How long has the Cove, which includes the whole harbour, been under your supervision? I presume it was under my supervision when I was appointed to my present office—about eleven years.
58. Can you give us any idea of the difference in the depth of water in our cove now and when you took possession? I could not at this moment, off-hand; I have soundings, to which I could refer.
59. Have you observed whether the greater portion of the silting up has taken place on the eastern or western side? The bulk of the silting is on the south-western and north-eastern extremity of the Quay, from the main sewer.
60. Are you in a position to recommend anything to avert the silting up you complain of near the Battery Point;—has it ever occurred to you that some means should be taken at once to stop it? It has, and I have made recommendations to the Government on the subject, not only in reference to that but to the whole sewerage system of Sydney, and I have proposed to reverse the whole system.
61. Are you aware that some of the sewers at the southern end of the Circular Quay are absolutely filled up at low-water, so that a man can walk there? Yes.
62. When you took possession ships could lie where it is now dry land? It has been repeatedly dry there, and then deepened to 20 feet by the dredge; whenever it gets into that state we have the dredge taken round.*
63. Do you believe it is necessary along the eastern shore, where there is a continuous wash from the slightest rain, to raise that portion of the Quay, to prevent the silt going into the harbour? I think any raising would be a merely temporary matter, for the silt would continue to be deposited until it was raised to the level.
64. Have you noticed, the last five or six years, that the eastern side is in a very dilapidated state, immediately approaching the edge of the harbour? There are several parts where it is very dilapidated.
65. Has it ever been proposed to make any alterations there to avert the silting up? I do not think any alterations such as you refer to would have any great effect in preventing the silting. The silt must go somewhere; it must either remain on the road or go into the harbour.
66. Would it not be better to remain on the road than to go into the harbour, because it could then be carted away? I thought it better to have the question of sewerage treated as a whole—to have large deposit-tanks, into which the sewers should empty themselves.
67. Are you aware that a large quantity of ashes and cinders are laid near the Circular Quay by those who have steam-engines and wool-presses? I believe there are.
68. Whose duty is it to have them removed? The lessee is, I believe, bound by the Government to keep the wharf in proper order.
69. There are a large quantity lying near the Blackwall Stores ready to be washed into the harbour? If so, it is an abuse and ought to be removed. I may state that I am not responsible for the land part; I simply take cognizance of the water part.
70. *Mr. Flood.*] What is the distance from the east to the west side of the cove, where there is water deep enough for any ship you have mentioned? The width is about 720 feet.
71. How do you propose to moor such a vessel as the "Sobraon";—she is represented here as lying side-on to the pier? I should have proper screw-moorings at each extremity. I should screw the moorings into the mud. There is no difficulty about that.
72. Would there be one mooring at the head and one at the stern? Yes. By this arrangement each ship would come out readily without interfering with the others at all.
73. The moorings you speak of are not shown on the plan? No, we have not come to that yet. There would be no difficulty in fixing them.
74. Are not the moorings a matter of some importance? No doubt moorings are absolutely necessary, but we could fix them in a few days.

* NOTE.—This refers to the outlet of the Tank Stream.

E. O. Moriarty,
Esq.
30 Jan., 1872.

75. Is not one of the great objections shipowners have to the present Quay that they have hanging to the sides of their ships heavy ironbark stages, formed of poles some 70 or 80 feet long? This arrangement obviates that altogether—no doubt it is a great inconvenience.
76. Are they not compelled to drop two anchors? No doubt; they have one at the bow and another at the stern.
77. In addition to several large chains fast to the shore? That is the case.
78. Suppose a pier were run out so that ships could be on each side, is there not sufficient depth for a ship to turn in? It might be done in that way, but it appeared to me that this gave the advantage of having a larger shore-line for the discharge and loading of cargo, besides removing the objection of having the great bulk of the business collected at one end of the jetty. It also has this recommendation, that each berth would be converted into a perfectly enclosed yard, as I propose to have each fenced round, the gate of which could be locked at the close of the day.
79. That is in fact giving to each ship a separate entrance? Yes.
80. Did you ever see in any of the great docks of England, at London, Liverpool, or Bristol, such a contrivance as that? No, I have not; but the Liverpool and London Docks are wholly enclosed by walls and —
81. What is to prevent our running sheds all round the Quay, and having proper entrances to those sheds, so that persons desiring to go to the ships must pass in and out through gates, according to the regulations?—In Liverpool the sheds are continuous;—are they not? Yes.
82. Carts and drays can go under those sheds and take goods out whether it is raining or otherwise? Yes.
83. Ships are in a position to discharge whether it is wet or dry? Yes, that is what I have said we should have here. We might have sheds attached to each berth, into which goods could be run to and from the ships by means of trollies on a tramway. At Liverpool, London, and Bristol the docks are enclosed by a wall running round them, but I do not think that could be managed here, because the Quay is a public thoroughfare of which the public have had the use from time immemorial. The next best thing to that is to have each berth distinct in itself.
84. If you had piers run out to accommodate two ships lying at each side, could you not give more accommodation than by this plan? There is no doubt that by a series of jetties extending at right angles to the present shore you would have a greater amount of accommodation, but then you would have two ships at each jetty, and it would be difficult to divide their business so as to keep their goods separate.
85. Does the difficulty to which you allude, if it be a difficulty, exist on all the piers and wharfs round Darling Harbour, from ships lying at each side of a pier? The wharfs at Darling Harbour are each of them private property, and on the shore end you have walls and gates.
86. Do you not know that they are all sufferance wharfs, and that the public have a right to go wherever they can find a berth vacant, and that hence they become public wharfs? They have the right to go there, but that does not prevent the owner shutting his gates.
87. Still sufferance wharfs are in fact public wharfs where any one can go and discharge his ship by complying with the regulations under the Act of Parliament? All the wharfs in Darling Harbour are private wharfs, and in each case there is a boundary-wall with a gate leading to them; these gates can be closed when the day's work is over, and all the stores can be locked in.
88. Still you do not mean to say that persons having ships lying alongside of such wharfs can be prevented ingress and egress? No, but they have to go in and out through a postern gate where there is a wharfinger or other person to see that the goods are not stolen.
89. Is not that what you propose here? Yes.
90. Except that you have a separate entrance to each ship? Each ship's berth is separate from the rest.
91. Would not that be more expensive than if you had two ships lying at one pier? I do not see how, if you had two ships lying at one pier, you could arrange to prevent their cargoes being mixed.
92. Is not that a matter which concerns the owners of the cargoes rather than a matter with which the public have to do. I have referred to the piers in Darling Harbour, where a vessel can load and unload on each side—have you ever heard of any great difficulty arising in consequence of that mode of loading or unloading vessels? I do not think they would be parallel cases, because each of those wharfs at Darling Harbour has a shore end, upon which are sheds that may be used for stacking and storing goods, and for a variety of purposes.
93. I would direct your attention to the Grafton Wharf? I think there is a considerable area of land attached to Grafton Wharf, and that trams are laid down upon which trollies run to and from the vessels and sheds, to load or unload vessels. I have never seen any quantity of goods stacked on Grafton Wharf.
94. Do you contemplate these sheds being places where goods are to remain? No, they are to be merely places where goods may remain temporarily in case of rain, or of a large ship, such as the "La Hogue," having to be discharged with great expedition to prevent the accumulation of goods on the wharf, which might suffer by exposure. I would have this shed to put perishable goods into.
95. Do you not know as a matter of fact, that the Market Wharf and Grafton Wharf have no sheds to put goods into for the accommodation of the public, excepting the stores adjacent? I am aware of that, but they have those stores.
96. But persons landing goods have no right to those stores to put their goods into, in the way you contemplate persons putting goods under these sheds? I am not aware that they have any right to the stores.
97. Suppose piers were constructed, would it be necessary to put moorings down the centre, so that ships could be swung in safety? I think Sydney Cove is too contracted to extend jetties into available water.
98. I think you stated a short time since that there was plenty of room for the "Sobraon" to swing, supposing a jetty were run out? Yes.
99. Is it not much more easy to moor a ship to a jetty, and less expensive, than to moor her in the way you suggest, to have a screw mooring head and stern as you have proposed? I would have bollards on the wharf; that would, I think, be as convenient and safe a mode of mooring ships as any. There is this other advantage that you get the ship's end on to resist the wind when it blows strongly from the south, and would be less liable to damage than lying broadside on.
100. Would she not have the pier on the opposite side to make fast to? Undoubtedly; but considering the play that would have to be allowed for the rise and fall of the tide, there would be risk of injury to the vessel.
101. The sheds you have spoken of could be constructed upon these piers in the same way that you recommend in your plan, could they not, for the purpose of depositing goods taken out of or to be put into the ship? They could be, but it would in my opinion be necessary to divide each jetty into two distinct compartments, to keep one ship's business separate from the other's.
102. Why is that necessary? For the convenience of loading and unloading it is desirable that the goods should be brought down as fast as may be, but it may happen that the goods cannot be taken on board at once, and therefore it is necessary that there shall be some place where they may remain in safety for a day or two.
103. Can you give the Committee any instance, either in London, Liverpool, or elsewhere, analogous to that which you recommend? In London and Liverpool, as I have already stated, the docks are surrounded by boundary walls, and the public are not admitted to them at unreasonable times or without a permit.
104. You recommend that these places should be enclosed but that each should be enclosed separately;—would there be any difficulty in enclosing the whole of the wharfs you contemplate under this plan? None; they would be all enclosed; the only point of difference in my plan is that I would enclose one from another, so as to break off each wharf. The object I had in view was this: I think it not at all unlikely that if this plan were carried out, instead of the whole of the Circular Quay being let to one contractor or lessee or a number of lessees who unite together to prevent competition, the merchants of Sydney would take, one, two, or three berths as their business might require, and pay a distinct rent for each, and that by this means a much larger rent would be derived. It would be worth a merchant's while to pay £300 or £400 a year for one of these berths, as it would enable him so much better to arrange his own business.
105. Would not the division you speak of very much interfere with the space and convenience of the public? I do not see how it could—to this extent it would no doubt; it would bring a larger amount of business to the north-east side of the Circular Quay. There is no doubt that the width of the roadway opposite the Blackwall Stores is very restrictive, and probably the business from all those ships and wharfs would make that part very crowded. That I admit would be an objection.
106. Would not the building of jetties or piers still more crowd that part of the wharf, and at the same time give more accommodation to the public? I think that depends upon the amount of traffic you have to pass. If you have the same number of vessels discharging and receiving cargo, and the same number of tons passing this narrow piece of road, I do not think it matters in the slightest degree whether they go on to jetties, as suggested by you, or on such piers as proposed in my plan.

E. O. Moriarty,
Esq.
30 Jan., 1872.

107. Why do you contemplate that goods landed on the wharfs suggested by your plan should remain there any considerable time? I do not contemplate that they would remain there any considerable time; all I contemplate is, that the accommodation should be such as would enable the persons dealing with these goods to remove them at their own convenience, so that they might remain there a day or two days, or a week, according as they could arrange their business.
108. Would not that subject the public to great inconvenience, by persons making warehouses of these sheds instead of removing their goods as soon as landed. The object in the erection of sheds is, as I understand, to allow importers to land their goods in wet weather;—is not that the object? Yes.
109. Not to allow goods to be stored there for any length of time? I do not think that is the object, and I do not think it would pay anyone to convert these sheds into permanent stores at the rent that would probably be exacted for them.
110. What would the £63,000 you estimate cover? The whole of the works, wharfs, sheds, steam engines.
111. Have you a detailed estimate? I have. (*The witness handed in the same. Vide Appendix B 1.*)
112. The estimate you now produce, does it include the moorings? It includes everything.
113. Have you any specification, describing the way in which the work is to be performed, the material it is to be composed of, and so forth? No, I have not. I have not made the detailed drawings, but I am able to give a very close estimate, because I am now constructing a wharf at the head of Darling Harbour, and I propose that this should be of the same character. I have kept the prices in this estimate higher, because the price of iron has been going up of late. For instance, in our contract for the wharf at Darling Harbour, wrought iron girders are contracted for at £20 15s. per ton; they are put down here at £25 a ton; cast iron cylinders are charged £20 15s., but are put down here at £24, and so in proportion for all the other work.
114. Does that estimate take into consideration all the excavation and dredging? We have no excavation.
115. Will there be no masonry connected with that? Yes, a little; that is allowed for.
116. How did you make a calculation of the work without a specification? It is not necessary to make a detailed specification as would be done for a contractor; it is merely a preliminary estimate, and certain dimensions and a certain character of work are taken as the basis.
117. Supposing the Legislature thought proper to carry your recommendation into effect, and you were removed from office by death or otherwise, what would the public have to guide them? Somebody else would take up the work; and if he carried it out as I propose he would do it at the same expense.
118. But in the absence of a specification how could he determine what you intended to carry out? I do not see that he could very well, but he could go and see a wharf exactly similar to this; he would then make his detailed drawings, and having made these, would take out his quantities and put certain prices to them.
119. *Chairman.*] You have all these in the office? Yes, the whole of them. We never think of writing a specification of works until we have to carry them out; all we do is to make a preliminary sketch. We know exactly the weights of the girders, cylinders, and so on, and the prices at which we are getting the work done; and therefore we are able to form an estimate. Up to the present time I have received no instructions to prepare a specification, as the work has not been authorized by the Government, and it is not the practice in the Public Works Department to prepare detailed plans or specifications of works until it is known whether they are to be carried out or not, because it involves a great expenditure in making a set of detailed drawings for works which Parliament may never vote the money for.
120. *Mr. Flood.*] Is there not a difference between a detailed specification and a general specification? You may call this a specification, if you please, but it is simply a proximate estimate.
121. Do you not think the silt-traps that Mr. Hill called your attention to altogether too small for the purpose intended? I think they are too small.
122. Have you anything to recommend with reference to them? I would recommend that there should be a greater number; and I have always contended that the Corporation should construct a greater number of silt-traps in these streets.
123. You think the Corporation ought to have silt-traps all over Sydney, to prevent the harbour being silted up? Undoubtedly.
124. Is it not attended with great expense to allow the silt to flow into the harbour, and then to have it removed by dredging? I think the silt ought to be intercepted before it comes to the harbour, but being in the harbour it must be dealt with. The main objection is that you cannot remove the whole of it; for while the heavier particles are deposited near the mouths of the sewers, the finer portions spread around, and are in process of warping up the whole of the harbour.
125. You think the plan you have suggested is necessary, and would be an advantage to the public? I think it necessary, in order to keep this port in the position she ought to occupy. I believe goods are imported into Melbourne rather than into Sydney by reason of the increased facility they have in Melbourne in unloading and loading ships.
126. Have they any place in Melbourne which possesses the natural advantages of this port as a place for loading and unloading cargo? No, they have nothing like our natural advantages—they have simply a jetty extended into an open roadstead.
127. You look upon this as a natural dock? As a splendid natural dock.
128. Has it ever come under your consideration whether it would be an advantage to have the railroad continued to the harbour? I think I have never heard of an instance where there were both a railway and a harbour that the railway was not extended to the harbour.
129. Have you turned your attention to the consideration of the best line for the continuance of the railway from the present terminus to the harbour? No, I cannot say I have gone into that matter.
130. There is a large shed upon the Circular Quay;—do you think it desirable that it should remain there? No, I think it is a great nuisance where it is; it does not seem to me to be of the slightest use, as goods have to be carted to it from the ships to be unloaded, and then recarted and taken away.
131. You think it should be taken away? Yes, immediately.
132. There are several steamer wharfs at different parts of the Quay? Yes; I would leave these untouched. There is a reserve at the foot of Phillip-street, which I have left, and the same with all the others.
133. You do not suggest any improvements beyond the Government boat-sheds? No, not for the present, but ultimately; no doubt, the wharfs could be extended as far as Fort Macquarie.
134. Are you aware of the amount at which the Circular Quay is rented annually? I think it is £5,000.
135. Is it your opinion that if these improvements were carried out, the revenue would be considerably augmented? I believe they would pay more than 5 per cent. on the outlay. I believe each of these jetties would let at from £400 to £500 a year.
136. Have you considered the other part of the Circular Quay,—the south-western as well as the western? I do not propose going into that just yet, for it seems to me that the present proposed alterations would meet the present requirements; but it will be necessary to pull that portion down in a few years.
137. Ships are discharged there without stages? Yes.
138. *Chairman.*] You have said something in answer to a question by Mr. Flood as to the closing up of the streets leading to the Circular Quay;—would it not require an Act of Parliament to close up those streets? Yes.
139. If they were closed up the owners of property would be entitled to a large amount of compensation? I do not think an Act of Parliament could be obtained, and I do not see that any object would be gained by doing it, and greater security would be obtained by having each berth separate, as I have proposed.
140. The sheds you propose are intended merely for the temporary protection of goods? Merely temporary—for housing goods from bad weather.
141. At the present time a large quantity of goods, hides, and other things, lie upon the Circular Quay previous to shipping? Yes, sometimes for several days.
142. These could be put into sheds? Yes.
143. Some of these hides are very offensive? Yes.
144. Do you approve of leasing the Quay, or do you think the Government should keep it in their own hands? I do not see any other plan. If these berths were formed, I think each separate berth should be put up at public auction; and I believe a far better rent would be obtained than under the present plan, as I believe that the merchants now combine and agree to pay a certain price for the Quay.
145. Would you sell from year to year or for a term of years? For three years.
146. Would you bind the lessee to keep the buildings in repair? Yes; I would have all necessary clauses of that kind in the lease. I have shown an alternative arrangement here (*referring to the plan*), but I am in favor of the echelon arrangement.
147. *Mr. Flood.*] Do you not think it would be better for the Government to sell that property altogether and to get rid of it? That is a question I have never thought of.
148. To compel the purchaser to improve according to the plan submitted at the time of sale? I should like to think over that question before giving an opinion.

APPENDIX.

(A 1.)

[Appendix to Evidence given by James Thomson, Esq., 30th January, 1872.]

The Treasury, New South Wales,
1 November, 1869.

CIRCULAR QUAY, INCLUDING HARBOUR STEAMERS' WHARF, SYDNEY COVE.

AT noon of Tuesday, the 30th instant, the Lease, for three years, commencing on the 1st January, 1870, of the dues authorized to be collected at the Circular Quay, including the Harbour Steamers' Wharf, Sydney Cove, will be put up to auction for sale, in one lot, in the Hall of the Exchange, Bridge-street, Sydney.

ARTICLES AND CONDITIONS OF SALE, by public auction, in the Hall of the Exchange, Bridge-street, by Messrs. Harrison & Jones, on Tuesday, the 30th day of November, one thousand eight hundred and sixty-nine, at noon, by the HONORABLE SAUL SAMUEL, ESQUIRE, TREASURER AND SECRETARY FOR FINANCE AND TRADE, acting for and on behalf of HER MAJESTY THE QUEEN, of the Lease of the Wharfage and Tonnage Rates payable at the Circular Quay, and the newly-formed portion thereof, known as the Harbour Steamers' Wharf, situate at the north-east side of Sydney Cove, for the term or period of three years next after and commencing on the first day of January, one thousand eight hundred and seventy, under and subject to the provisions and enactments of the Acts of the Governor and Council, 10 Victoria, No. 11, and 14 Victoria, No. 15.

1st.—The highest bidder shall be Lessee, provided he himself, and the sureties he proposes, who shall be named and be present at the sale of the rates, be approved of by the said SAUL SAMUEL, and shall not come under the twenty-fourth article of these Conditions; but if otherwise, or if any dispute shall arise between the bidders, or between the seller and bidder, for the rates, before the names of the successful bidder and his sureties are entered in these presents, which entry is to be made as soon as it conveniently can be, then the said rates shall be put up again at the amount of the next undisputed bidding previous to that at which the same had been disposed of: Provided that if the party who shall be declared to be the purchaser of the said lease, shall decline or be unable to give the required security and render it necessary again to submit the lease to auction, such party shall be held responsible for all loss sustained on each re-sale; and in case of non-payment of such loss, the same shall be recovered as and for liquidated damages, and such party shall not be entitled to any profit which may arise from such re-sale.

2nd.—The Lessee and his approved sureties shall, at the time of letting, enter into a bond in double the amount of the rent for one year, in security for the regular payment of such rent during the continuance of the said lease, and for the due performance and observance of the following Conditions, and of all and every the provisions of the Acts of the Governor and Council aforesaid.

3rd.—The rent is to be paid monthly, in advance, to the Treasurer and Secretary for Finance and Trade,—the first month's rent on the first day of January next, or *within* seven days therefrom and subsequent payments within seven days after the commencement of each ensuing month; and if not then paid, interest, at the rate of eight pounds per cent. per annum, from the day of the default until paid, is to be charged in addition to the stipulated rent.

4th.—Upon the passing of a Bill empowering the Lessee to charge rates upon goods shipped or laden from the Circular Quay, he will be required to pay an *increased rent*, to the extent of *one-sixth* of his bid, for the dues as now levied.

5th.—The Lessee shall, at the time of or immediately after executing the bond, give a warrant of attorney to enter up judgment, as a collateral security for the due payment of the several monthly instalments.

6th.—The boundaries of the Circular Quay are as follows:—County of Cumberland, parishes of St. James and St. Phillip: Commencing at a point on the north-east shore of Sydney Cove, distance sixty-eight feet eight inches westerly from the northerly prolongation of the west side of Macquarie-street, and marked on a rock with broad-arrow, and bounded on the east by a line parallel to Macquarie-street, and at a distance of sixty-eight feet eight inches, and bearing southerly four hundred and five feet three inches, by a line at right angles to Macquarie-street, bearing easterly nineteen feet nine and a half inches by a line parallel to Macquarie-street, bearing southerly three hundred and forty-nine feet nine and a half inches, by a line bearing about south eight degrees west ninety-one feet nine inches, and by a line parallel to Macquarie-street, bearing southerly one hundred and sixty-two feet; on the south by a line parallel to Albert-street, bearing westerly one hundred and ninety-eight feet eleven inches to the west side of Phillip-street, by Phillip-street, bearing southerly seventy-six feet to Albert-street, by the westerly prolongation of the northern side of Albert-street, bearing westerly six hundred and twenty feet, by a line bearing north about twenty-five feet to a rail fence, and by that fence north-westerly to the east side of Pitt-street; thence on the west by a line bearing northerly to the north-east corner of Messrs. Morehead and Young's store, on the west side of Pitt-street, at the Queen's Wharf; thence by a line bearing northerly, dividing it from the Queen's Wharf, from the Commissariat and Ordnance property, from the Dockyard, from the Colonial Storekeeper's and the old Water Police premises, and thence produced northerly to a point on the wall of Messrs. Campbell's property, at a distance of ninety-nine links from the outer edge of the new portion of the quay; on the north by the southern boundary of Messrs. Campbell's property, and its easterly prolongation, in all ninety-nine links to the edge of the quay on the cove, and by the outer edge of the quay southerly, easterly, and northerly, to the point of commencement; excluding, however, that portion of the quay extending from the Commissariat and Ordnance property to the cove, and having a frontage of twenty-five feet on each side of the centre of the crane erected thereon; reserving also the portion required for the prolongation of Argyle, Pitt, Castlereagh, Elizabeth, and Phillip streets, and of the Queen's Wharf to the waters of the cove; and reserving also the right of entering upon, and making repairs, and placing materials in the vicinity of such portions of the quay as may from time to time require repair; and reserving also the right of making the tramway hereunder mentioned, and all tolls and dues to be collected thereat, free of charge to the Government or Contractors, or persons employed to make such repairs and construct such tramway: And provided also, that that portion of the quay, lying and situated to the northward of a line drawn at right angles to its eastern boundary-line, and bearing westerly to the waters of Port Jackson from a point on that boundary-line, distant two hundred feet southerly from its north-easternmost corner, be reserved exclusively for the use of ocean steamers when so required.

The boundaries of the Harbor Steamers' Wharf were published in *Government Gazette*, No. 194, of 1862. (A plan of the Quay, showing the portions to be leased and reserved, will be exhibited prior to the day of sale.)

7th.—No goods belonging to Her Majesty, Her Heirs, or Successors, or intended for the Public Service, nor any ship or vessel belonging to Her Majesty, or employed in the Public Service, shall be charged by the Lessee with the payment of any wharfage rates or tonnage dues.

8th.—The Lessee will be entitled to the entire use of the large shed and crane, but not of the other buildings or erections now on the wharfs, nor will he nor any other person be allowed to put up any other buildings, sheds, or erections of any kind whatsoever, without the express sanction of the Government. It is also to be understood that all other buildings, sheds, or erections, not expressly reserved by the Government, will be liable at any time to be removed.

9th.—A space of one hundred feet in length shall be reserved for the uninterrupted working of the Steam Dredge, opposite any portion of the wharfs where her employment may be rendered necessary to maintain the required depth of water.

10th.—The right of the Lessee shall extend only to the unobstructed use of the wharfs, which are, nevertheless, to be used by him as Public Wharfs and thoroughfares for landing, depositing, and embarking goods and passengers, and for no other purpose.

11th.—Ten feet of the wharf at the Old Dockyard will be reserved for the convenience of the water tanks, and also a frontage of fifty feet opposite the Commissariat Stores, with a right of further frontage on either wharf, should any ship or vessel belonging to Her Majesty, or employed in the Public Service, require such accommodation.

12th.—The space of one hundred and fifty-seven feet between the southern extremity of the Commissariat Reserve and the centre of the steps at the Old Queen's Wharf, is reserved for the use of the Watson's Bay and Manly Beach steamers, and such other harbor steamers as the Secretary for Finance and Trade may from time to time direct.

13th.—A frontage of thirty-five feet at the south-eastern steps is also reserved for the use of the North Shore Steam Ferry-boats.

14th.—A portion of one hundred and twenty-eight feet southerly from the north-eastern extremity of the Harbor Steamers' Wharf, is reserved for the exclusive use of Harbor steamers.

15th.—

15th.—The steps opposite to the Custom House, the southernmost half of the steps at the Old Queen's Wharf, and the steps nearest to Campbell's Wharf, are reserved for the convenience of boats.

16th.—The steps and other reserved spaces must be kept free from obstructions, in accordance with article 25 of these Conditions, and Government retain the right of entire control over such reserves.

17th.—The Government reserves the right, at any time during the term of the lease, to charge the *increased rent* mentioned in the 4th paragraph of these Conditions, in the event of the Bill therein referred to becoming law.

18th.—The Government reserves to itself the right of shutting off any portion of the said Wharfs for repair or alteration which may become necessary, in consideration of which a proportionate reduction in the rent will be made during the time occupied by such repairs, in the same ratio that the space so shut off may bear to the total extent of the Wharfs.

The Government also reserves to itself the right of taking, at any time or times during the term of the lease, any portion or portions of the Circular Quay or Harbor Steamers' Wharf that they may think fit, for the purpose of laying a tramway, railroad, or other road or way, for the conveyance of passengers or goods in or upon carriages drawn or impelled by horses, or by any other power; and for the purpose of erecting such a terminus and such a goods shed or goods sheds and other buildings, to be used in connexion with such tramway, railroad, or other road or way as aforesaid, as the Government shall think proper—in consideration of which a proportionate reduction in the rent will be made, in the same ratio that the space so appropriated may bear to the total extent of the Wharfs—with full right to the Commissioner for Railways, or any Lessee or Lessees from the Commissioner for Railways, or from Government, to the tolls and dues which may be authorized to be collected at the said tramway, to collect and receive the same for his and their own benefit.

19th.—The Lessee will be required to keep the Wharfs and their appurtenances in good and suitable repair during his tenancy,—reasonable wear and tear only excepted.

20th.—The Lessee will be required, at his own cost, to provide at all times during the continuance of the lease, all proper and necessary materials and articles for the weighing and taring of all dutiable goods that may be landed or deposited upon the said Quay or Harbour Steamers' Wharf.

21st.—The Lessee shall not be at liberty to assign or sub-let the Wharfs, or any portion thereof, nor to assign or sub-let the collection of the rates herein referred to, to any person whomsoever, without having previously obtained the consent of the Government, in writing, under the hand of the Treasurer and Secretary for Finance and Trade, to do so.

22nd.—The Lessee shall be responsible for any damage to the said Wharfs, buildings, ringbolts, &c., thereon, caused by any neglect or want of due care on the part of the said Lessee, his wharfinger, or servants, or of the officers or crews of ships or vessels lying at the Wharfs. Any such damage, or any repairs, other than such as may be rendered necessary by fair wear and tear, shall, at or before the termination of the lease, be made good, and effected at the expense and cost of the said Lessee, to be determined by the report of the Engineer for Harbours and Rivers, or any other qualified person appointed to inspect the same, under the authority of the Government, the amount of which expense or cost shall become and be a part of the rent agreed to be paid for the said rates, and shall be recoverable in like manner, by distress and sale of the goods and chattels of the said Lessee, under a warrant to be issued by the said Saul Samuel, the Treasurer and Secretary for Finance and Trade for the time being, or other proper officer.

23rd.—The Lessee is to be accountable for the proper conduct of his collectors, wharfingers, or servants, in the manner pointed out by the aforesaid Act.

24th.—No person who stands indebted to the Government for any sum or sums of money shall be permitted to become Lessee, unless with the consent of the Treasurer and Secretary for Finance and Trade.

25th.—The Lessee is also hereby bound by the Regulations published in the *New South Wales Government Gazette* of the 24th July, 1855, relating to the Circular Quay (and of which a copy is hereto annexed), so far as they are not inconsistent with the reservations mentioned in this notice.

26th.—Any vessel laden with cargo entering the Harbour shall be allowed to take any berth that may then be unoccupied, unless such berth shall have been previously engaged from the Lessee for another vessel then actually in harbour: Provided always that smaller vessels shall not be allowed to claim berths suitable for larger vessels, when accommodation can be afforded to the smaller vessels at any other part of the wharf; and any vessel having completed her discharge, or the time by law allowed for that purpose having expired, unless it be loading and paying tonnage dues, shall be compelled to give way to any laden vessel requiring a berth to discharge.

27th.—The Lessee will not be entitled to charge wharfage dues on any goods transhipped from vessels actually employed in the coasting trade of this Colony.

28th.—No rates, dues, or other charges whatsoever, shall be collected or made by the Lessee, excepting such only as are expressly authorized under the provisions of the aforesaid Acts of the Governor and Council; and in case any complaint of overcharge or illegal demand be made, and the recovery of any sum of money paid in consequence thereof shall be sued for in the Metropolitan District Court, the Lessee binds himself to submit to the jurisdiction of that Court.

29th.—The amount of duty imposed by the Stamp Duties' Act upon the lease, counterpart lease, bond, warrant of attorney, and on the foregoing conditions of sale, is to be borne by the Lessee.

30th.—Persons having affixed their signatures to these conditions, in token of their having become Lessee or sureties for Lessees, will be held to have previously obtained all necessary information, and will not be entitled to allege ignorance or any other cause for their not fulfilling all and every obligation incumbent on them by these conditions, or under the enactments of the Act of Council aforesaid.

SAUL SAMUEL.

(Regulations referred to.)

Colonial Secretary's Office,
Sydney, 23rd July, 1855.

CIRCULAR QUAY—SYDNEY COVE.

THE following Rules, for the regulation of the Circular Quay in Sydney Cove, Port Jackson, having been made by the Justices appointed to execute the duties of Police Magistrates within the City and Port of Sydney, and approved by His Excellency the Governor General, in the terms of the Act of the Governor and Council, 5th William IV, No. 13, are published for general information.

By His Excellency's command,
C. D. RIDDELL.

REGULATIONS FOR THE CIRCULAR QUAY IN SYDNEY COVE.

1. No vessel shall be moored off the Circular Quay, except in such position as shall be in conformity with these regulations.

2. No warp, hawser, or cable, shall be made fast within 15 feet of the top step of any of the landing-places; nor shall any such warp, hawser, or cable, pass within that distance of the top step; nor shall any warp, hawser, or cable be so placed as to impede the free access, by land or water, to such landing-places; nor shall any part of the hull of any vessel be placed or remain in front of the boundary-posts or pillars erected on either end of the landing-places, nor in front of the steps, nor in any manner to impede the access thereto.

3. No carriage, cart, dray, barrow, or other vehicle shall stand or remain (except for the purpose of loading or unloading), within 30 feet of the front of any of the public landing-places, nor within the same distance of that part of the Quay reserved in like manner for the steam ferry-boats.

4. No boat plying for hire shall remain at any of the landing-places after landing passengers, nor lie off either of the landing-places in such manner as to obstruct the passages to or from such landing-places.

5. No boat (excepting the boat of the waterman next in turn for a fare) shall remain nearer than 10 feet of the top step of any of the landing-places.

6. No boat shall ply for hire, except at the public landing-places.

7. No merchandise shall be landed or shipped at any of the public landing-places.

8. Any person who may commit a breach of these regulations, or any of them, shall, on conviction before any Justice or Justices, forfeit and pay a penalty not exceeding one pound, together with costs.

9. All penalties imposed under the foregoing rules and regulations, together with costs, shall be paid forthwith, or within such time as the convicting Justice or Justices shall direct; and in default of payment the offender shall be committed to the common gaol at Darlinghurst, for any period not exceeding one calendar month.

JAMES S. DOWLING, P.M.
JNO. M'LERIE, P.M.
S. NORTH, W.P.M.
H. H. BROWNE, P.M.
GEORGE ALLEN, P.M.

Central Police Office,
10th July, 1855.

(A 2.)

STATEMENT showing the Amounts expended for Repairs, &c., to Circular Quay, from 1867 to 1871, inclusive.

Year of Vote.	Particulars of Vote.	Amount of Vote.	Expended.		Total Expended.	Balance Written off.
			Year.	Amount.		
1867	Forming, levelling, and draining Circular Quay	5,000	1866	£ 466 12 2	4,979 0 10	20 19 2
			1867	1,795 3 8		
			1868	2,579 16 4		
			1869	137 8 8		
			1868	1,867 10 7		
1868	Repair of Circular Quay.....	2,000	1868	132 9 5	2,000 0 0	.....
1867	Incidental repairs .....	.....	1867	10 3 6	268 1 10	.....
1868			9 5 3			
1869			7 13 6			
1870			212 16 3			
1871			28 3 4			
			TOTAL	£ 7,247 2 8		

The Treasury, New South Wales,
29th January, 1872.

FRANCIS KIRKPATRICK,
Accountant.

(A 3.)

STATEMENT showing the Amount of Rent received for the Circular Quay for the past five years.

Year.	Lessee.	Amount.
1867	Mr. Henry Moore	£ 3,900 0 0
1868		3,900 0 0
1869		3,900 0 0
1870	Mr. A. H. K. Maxwell	5,000 0 0
1871		5,000 0 0
TOTAL.....		£ 21,700 0 0

The Treasury, New South Wales,
29th January, 1872.

W. NEWCOMBE,
Chief Clerk, Revenue Branch.

(A 4.)

CIRCULAR QUAY.

STATEMENT showing particulars of Leases of the Circular Quay, from 1 April, 1850, to date.

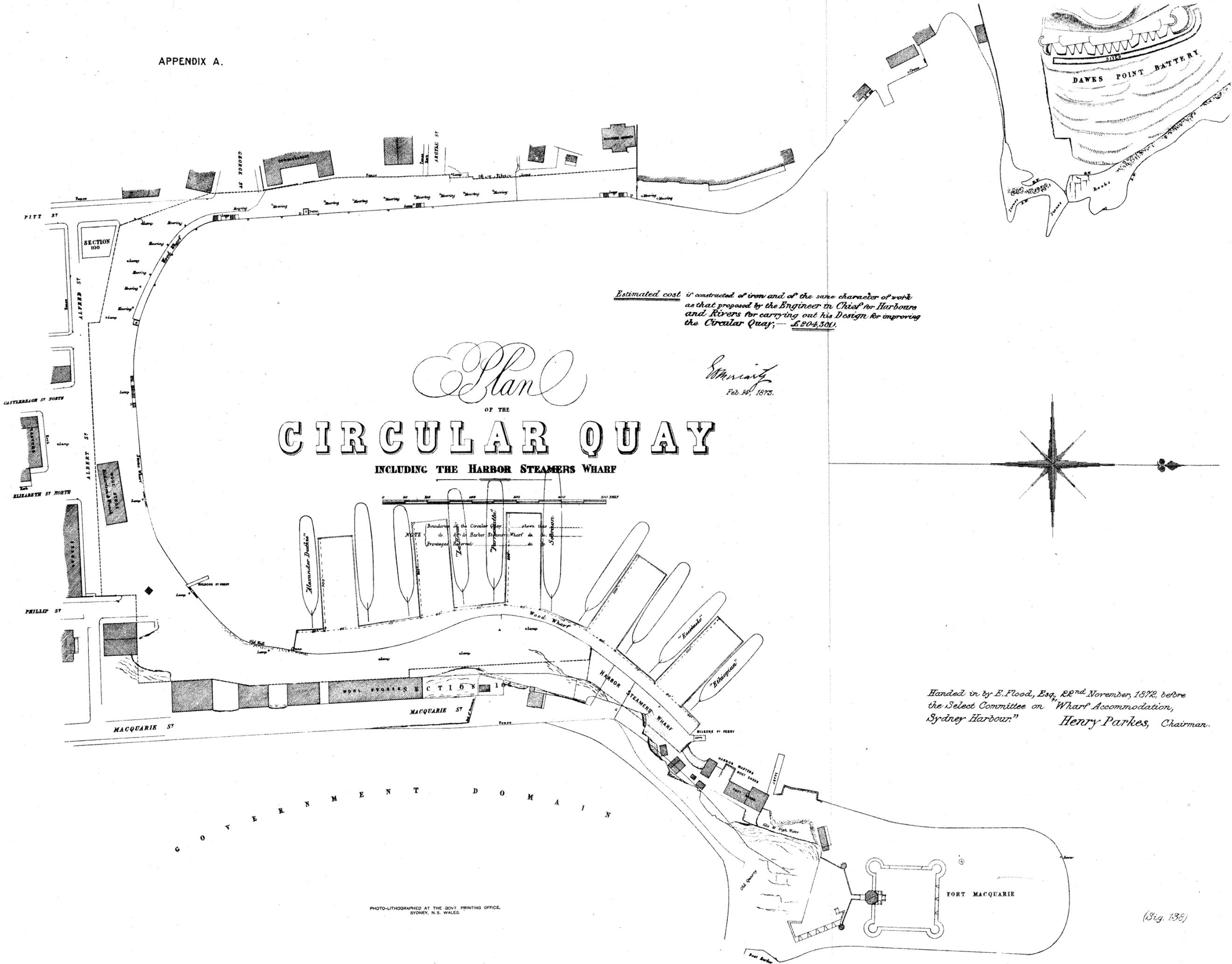
Term let for.	Lessee.	Annual Rent.
1 April, 1850—31 December, 1851	W. S. Moutry	£ 1,000
1 January to 31 December, 1852	Robert Campbell	1,925
1 do. 31 do., 1853	do.	2,000
1 do. 31 do., 1854	E. M. Tobias	6,900
1 do. 31 do., 1855	Charles Obee	5,150
1 do. 31 do., 1856	John Macnamara and Joseph Scaife Willis	7,800
1 do. 31 do., 1857	Robert Campbell	7,800
1 January, 1858, to 31 December, 1859	J. C. Dibbs	7,800
1 January to 31 December, 1860	Charles Obee and William Goodin	6,150
1 do. 31 do., 1861*	do.	3,260
1 July, 1861, to 31 December, 1863*	Joseph Scaife Willis	3,260
1 January, 1864, to 31 December, 1866	do.	4,120
1 do., 1867, to 31 do., 1869	Henry Moore	3,900
1 do., 1870, to 31 do., 1872	A. H. K. Maxwell	5,000

* The lease was sold at Lessee's risk on 24 June, 1861.

Revenue Branch,
Treasury, 29/1/72.

W.N.

[Seven Plans.]



Estimated cost if constructed of iron and of the same character of work as that proposed by the Engineer in Chief for Harbours and Rivers for carrying out his Design for improving the Circular Quay;— £204,300.

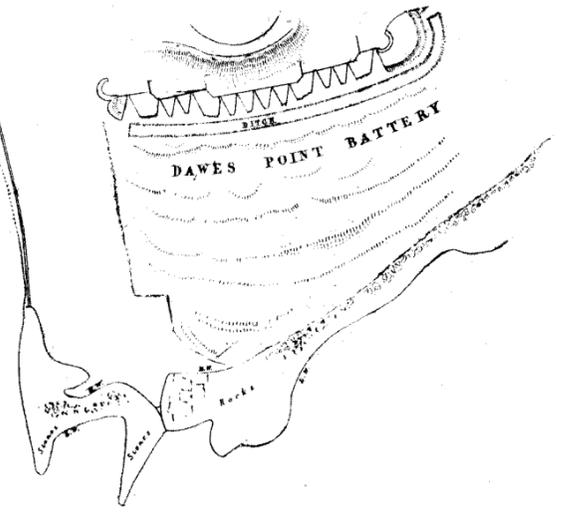
W. Ministry
Feb. 14, 1873.

Plan
OF THE
CIRCULAR QUAY
INCLUDING THE HARBOR STEAMERS WHARF

Handed in by E. Flood, Esq. 22nd November, 1872, before the Select Committee on "Wharf Accommodation, Sydney Harbour." Henry Parkes, Chairman.

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, N.S. WALES.

APPENDIX B.



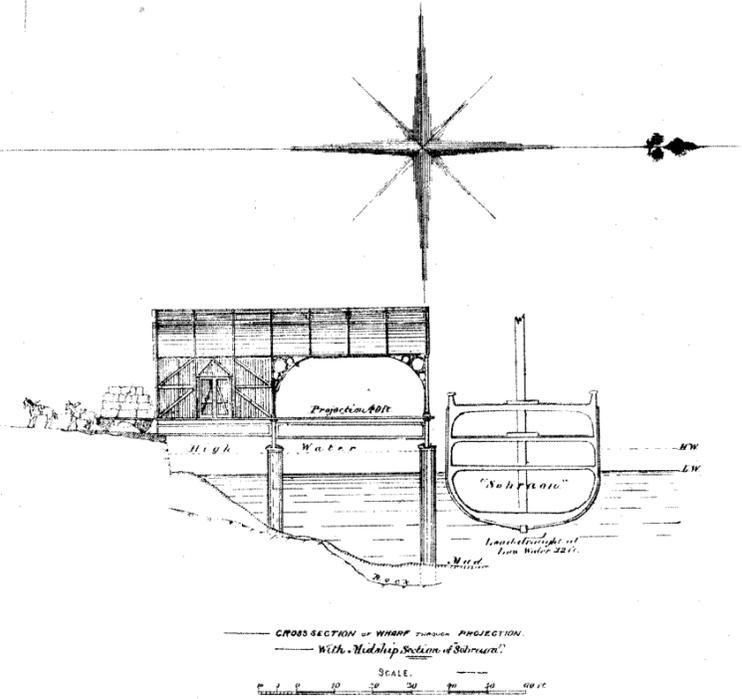
The Design for improvements to Circular Quay proposed by the
ENGINEER IN CHIEF.

Plan
OF THE
CIRCULAR QUAY
INCLUDING THE HARBOR STEAMERS WHARF

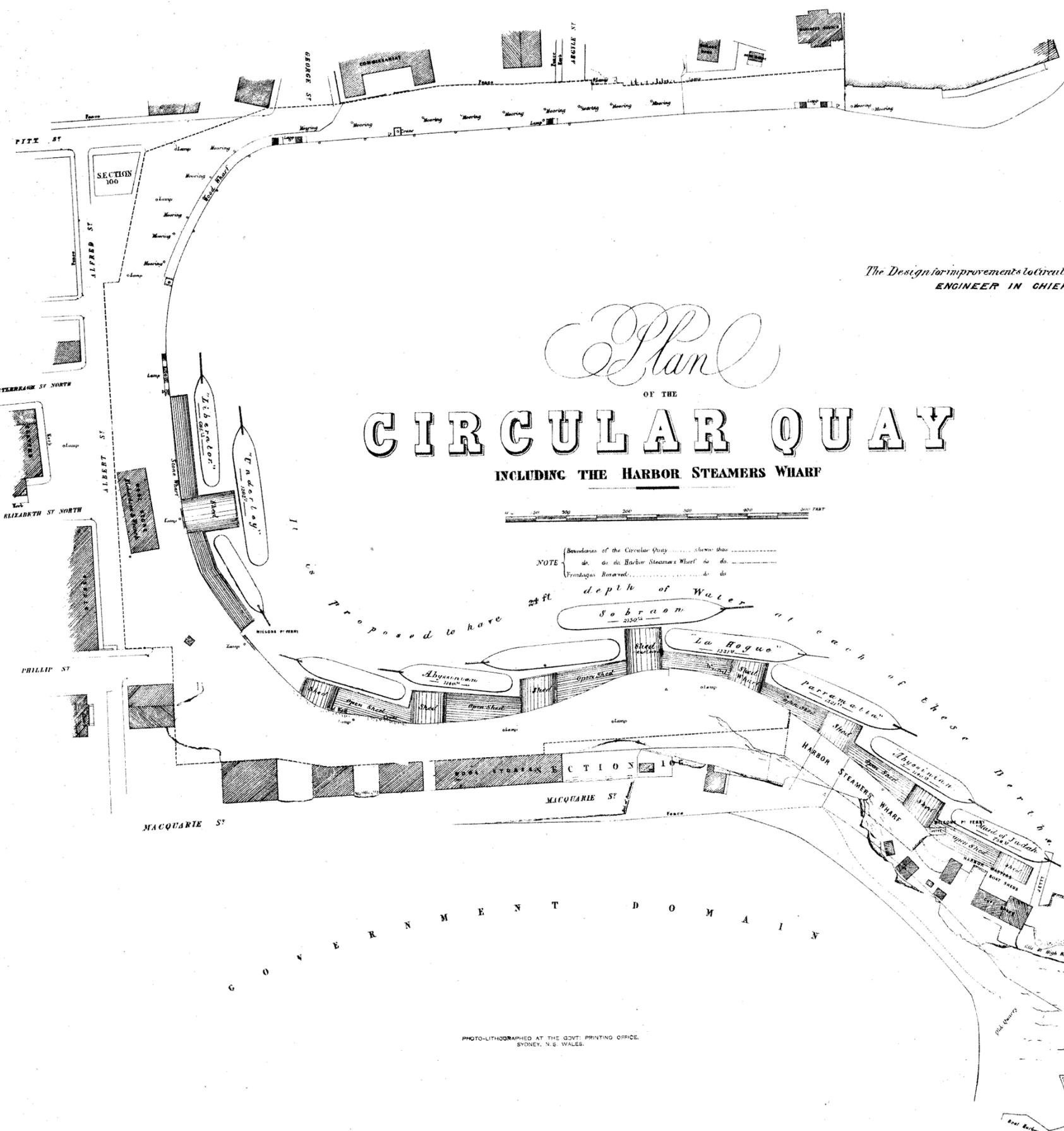


NOTE
Boundaries of the Circular Quay show the
do do do Harbor Steamers Wharf do do
Frontages Boundaries do do

Proposed to have
24 ft depth of Water at each of these Berths
Sobraon
La Hogue
Parramatta
Aboriginal
Harbor Steamers Wharf



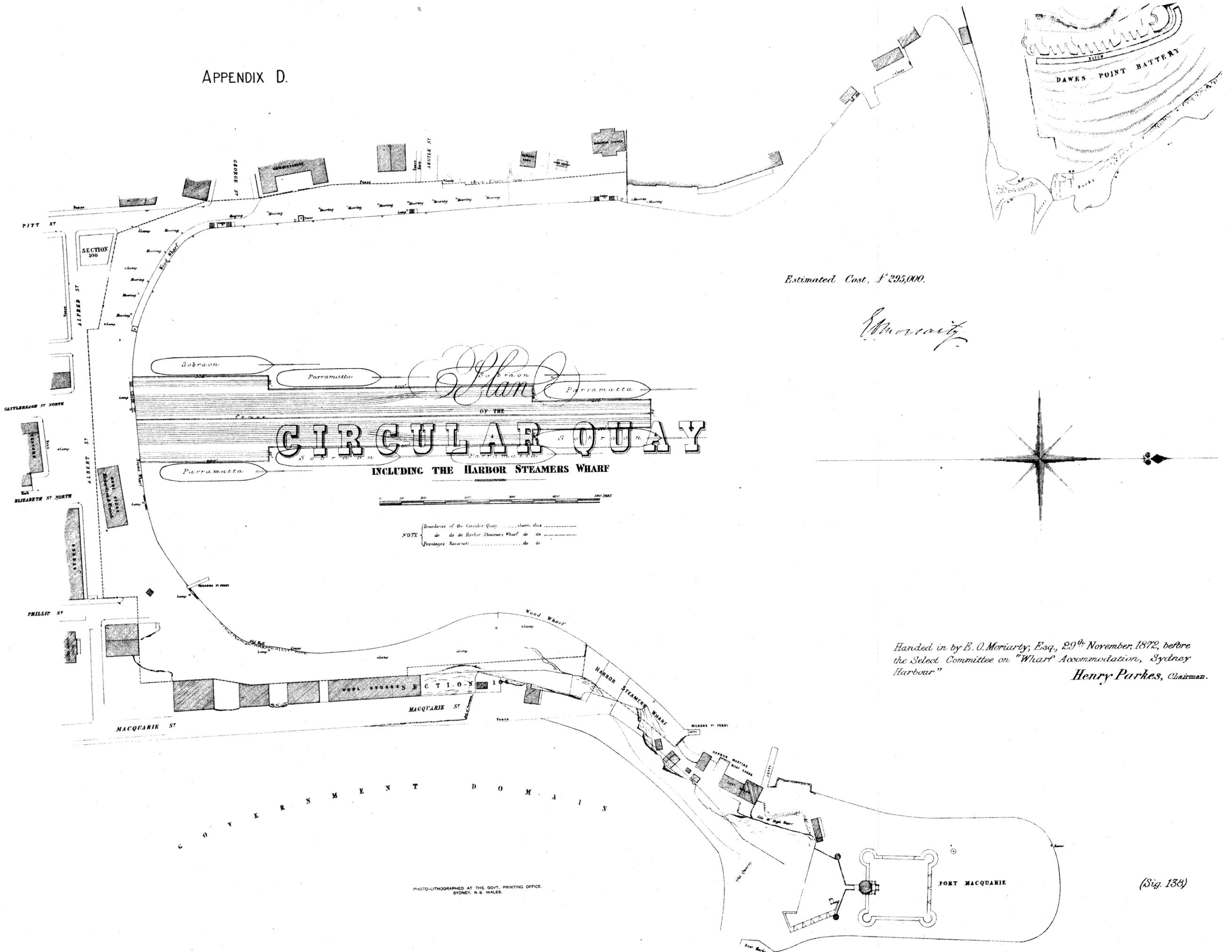
Handed in by E.O. Moriarty Esq., 29th November 1872
before the Select Committee on
Wharf accommodation Sydney Harbour
Henry Parkes,
Chairman.



G O V E R N M E N T D O M A I N

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, N.S. WALES.

APPENDIX D.



Estimated Cost, £295,000.

Moriarty

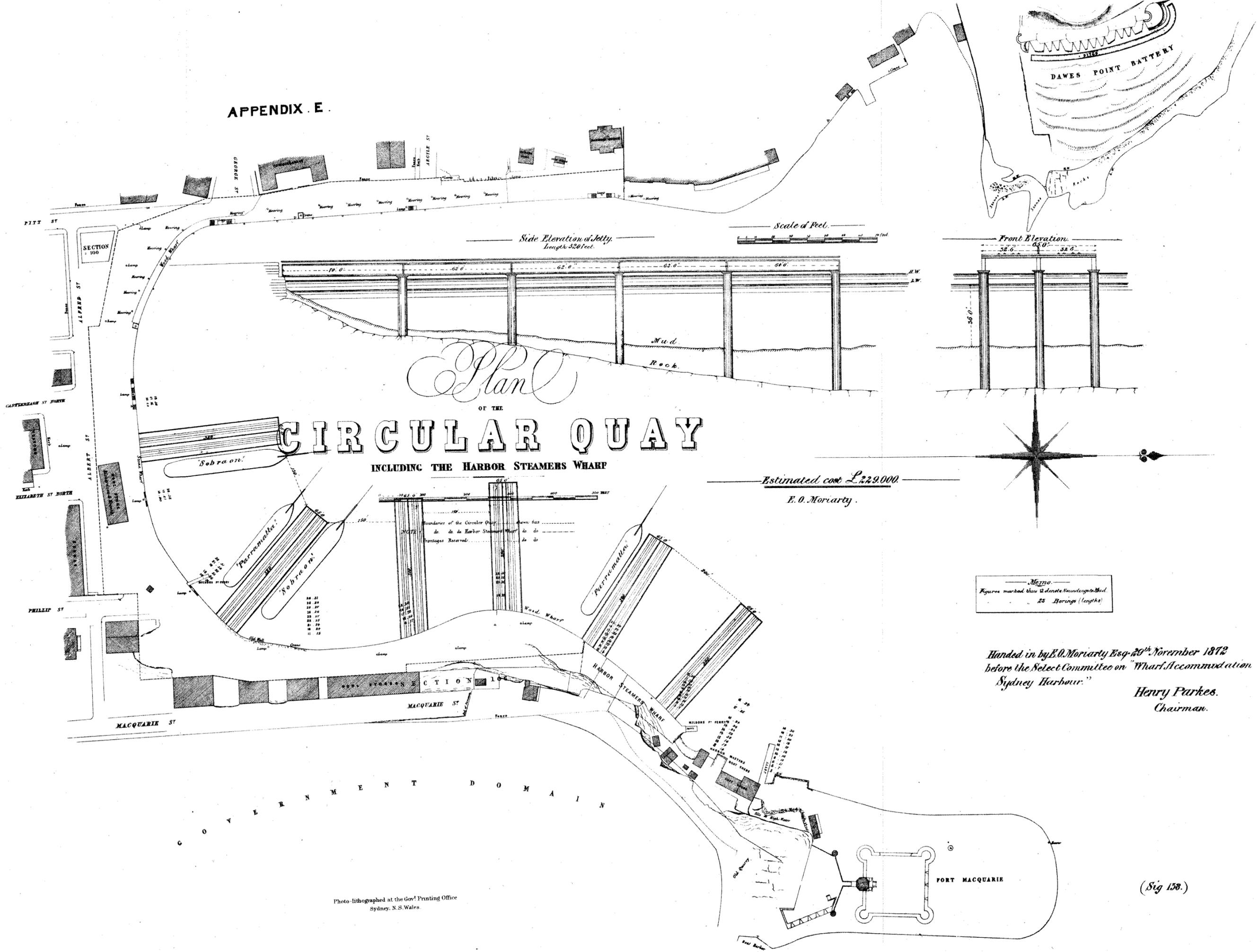
Plan
OF THE
CIRCULAR QUAY
INCLUDING THE HARBOR STEAMERS WHARF



NOTE
 [Boundaries of the Circular Quay shown thus
 do do do Harbor Steamers Wharf do do
 Frontages Reserved do do

Handed in by E. O. Moriarty, Esq., 29th November, 1872, before
 the Select Committee on "Wharf Accommodation, Sydney
 Harbour"
Henry Parkes, Chairman.

APPENDIX E.



Plan

CIRCULAR QUAY

INCLUDING THE HARBOR STEAMERS WHARF

Estimated cost £229,000.

E. O. Moriarty.

Memo
 Figures marked thus $\frac{1}{2}$ denote Soundings in Feet.
 25 Horings (lengths)

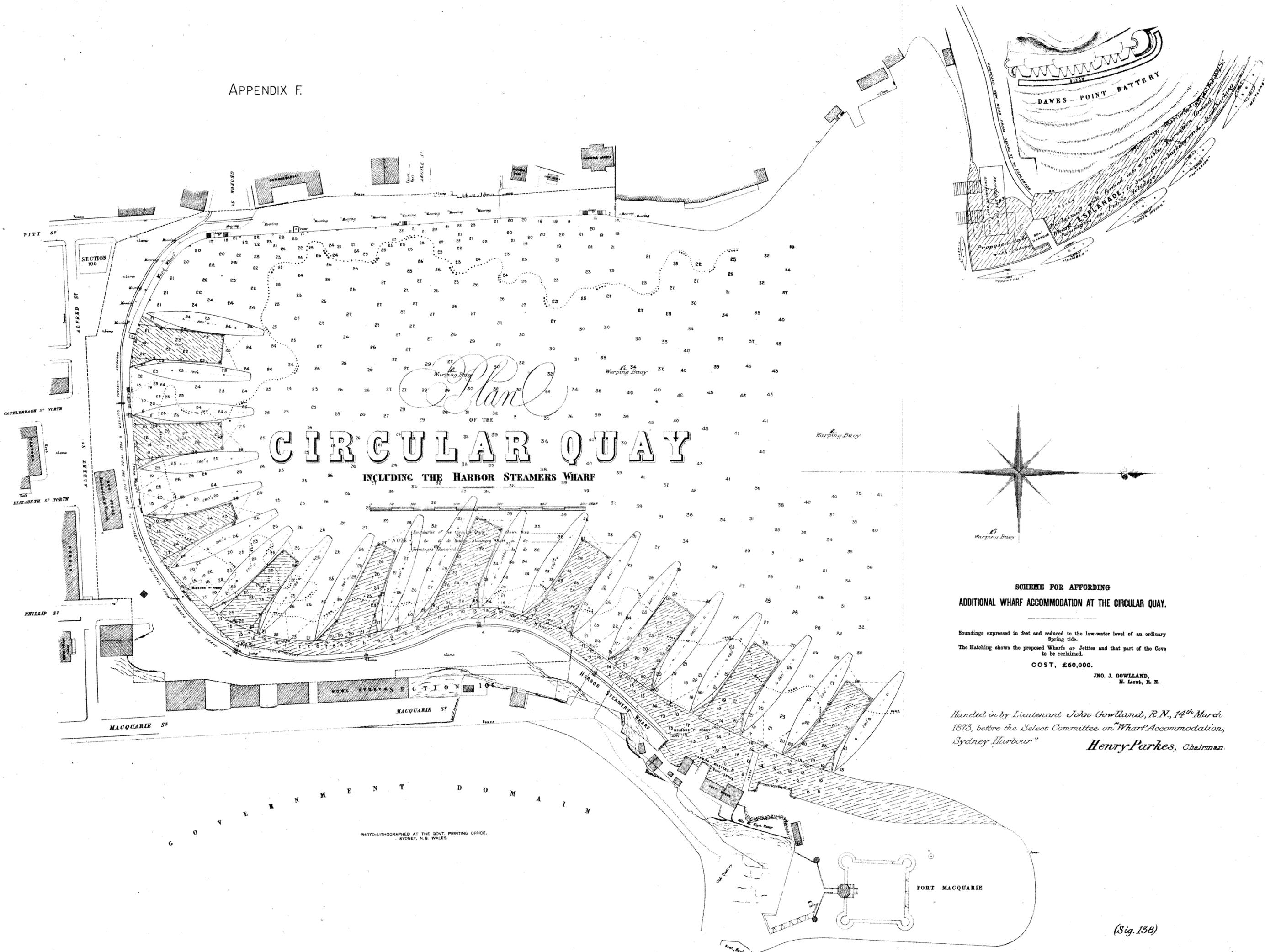
Handed in by E. O. Moriarty Esq. 29th November 1872
 before the Select Committee on "Wharf Accommodation
 Sydney Harbour."

Henry Parkes.
 Chairman.

G O V E R N M E N T D O M A I N

Photo-lithographed at the Govt Printing Office
 Sydney, N. S. Wales.

APPENDIX F.



Plan
OF THE
CIRCULAR QUAY
INCLUDING THE HARBOR STEAMERS WHARF

**SCHEME FOR AFFORDING
ADDITIONAL WHARF ACCOMMODATION AT THE CIRCULAR QUAY.**

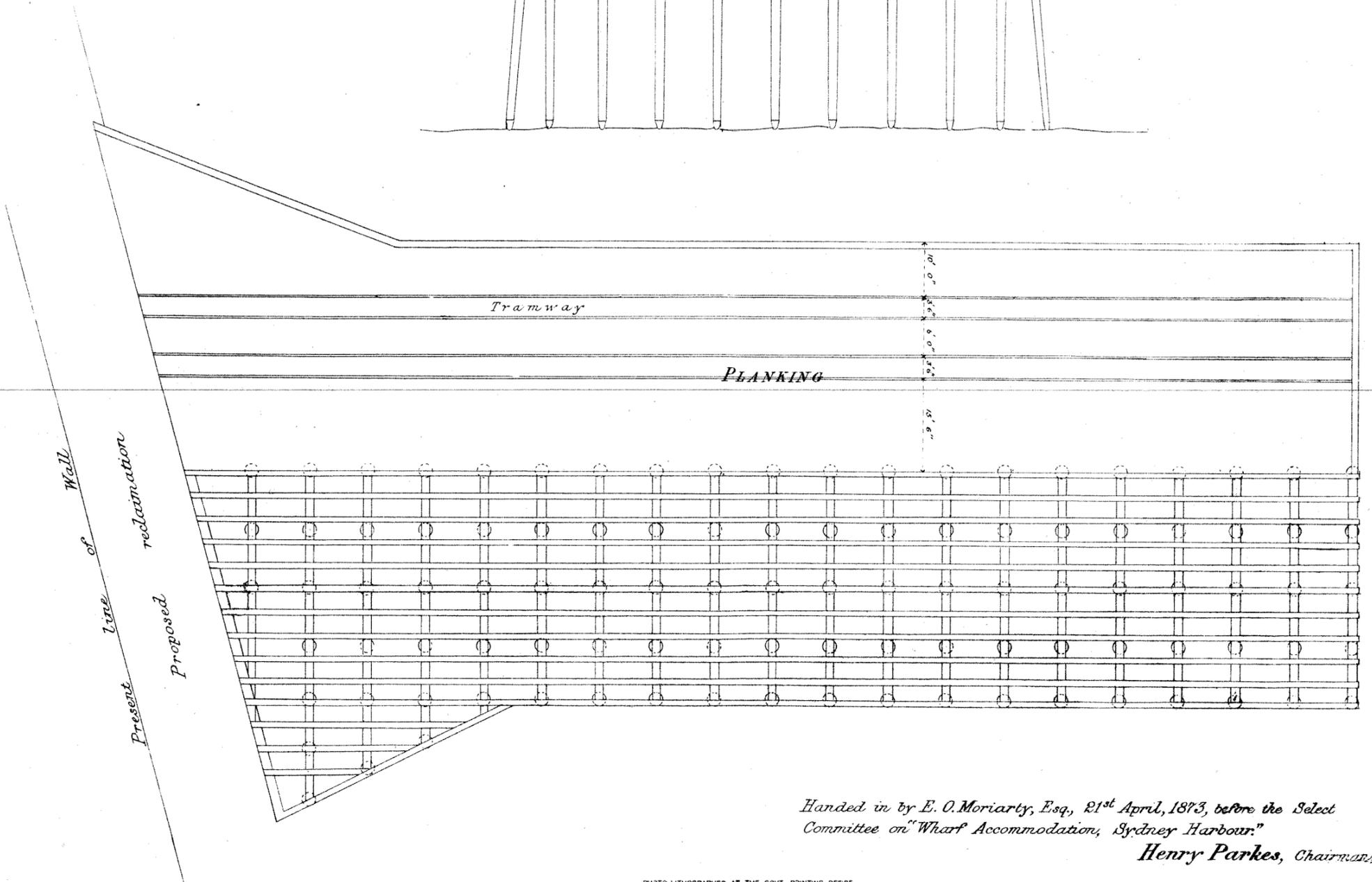
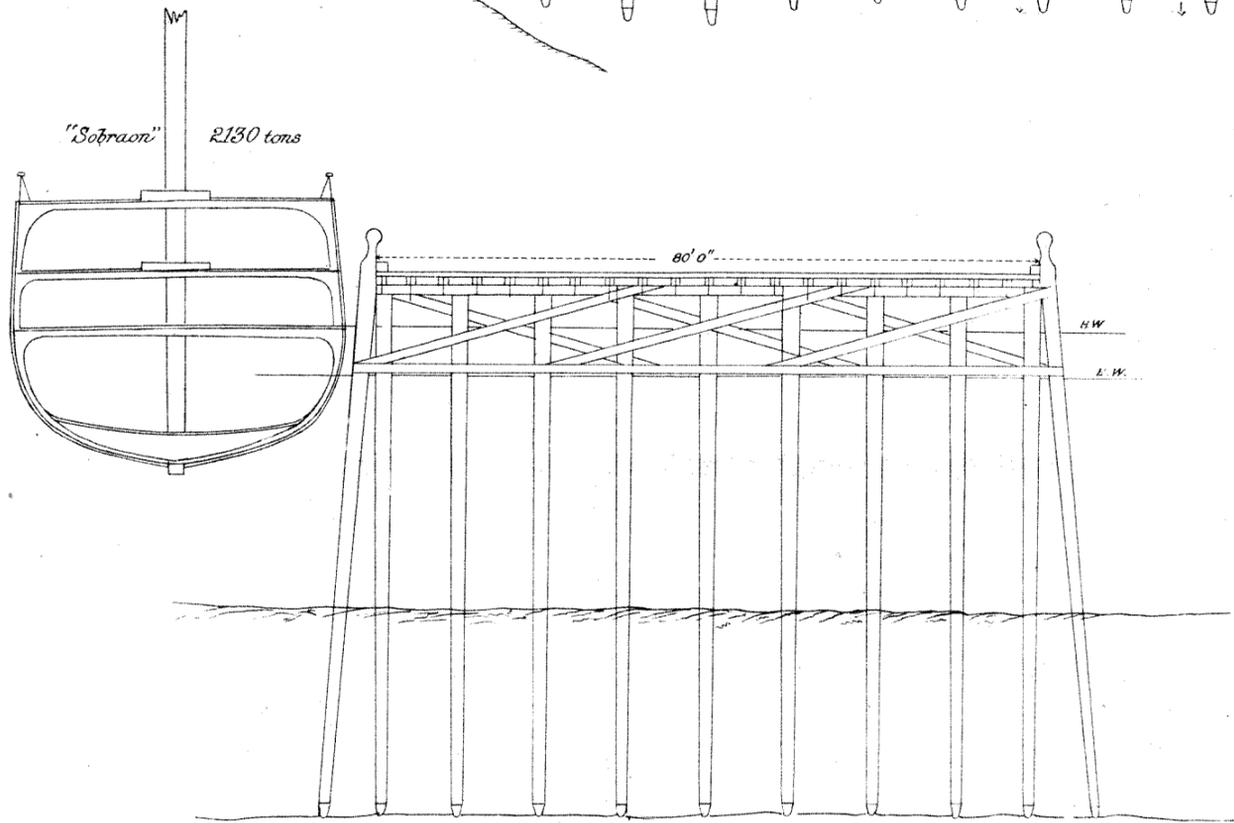
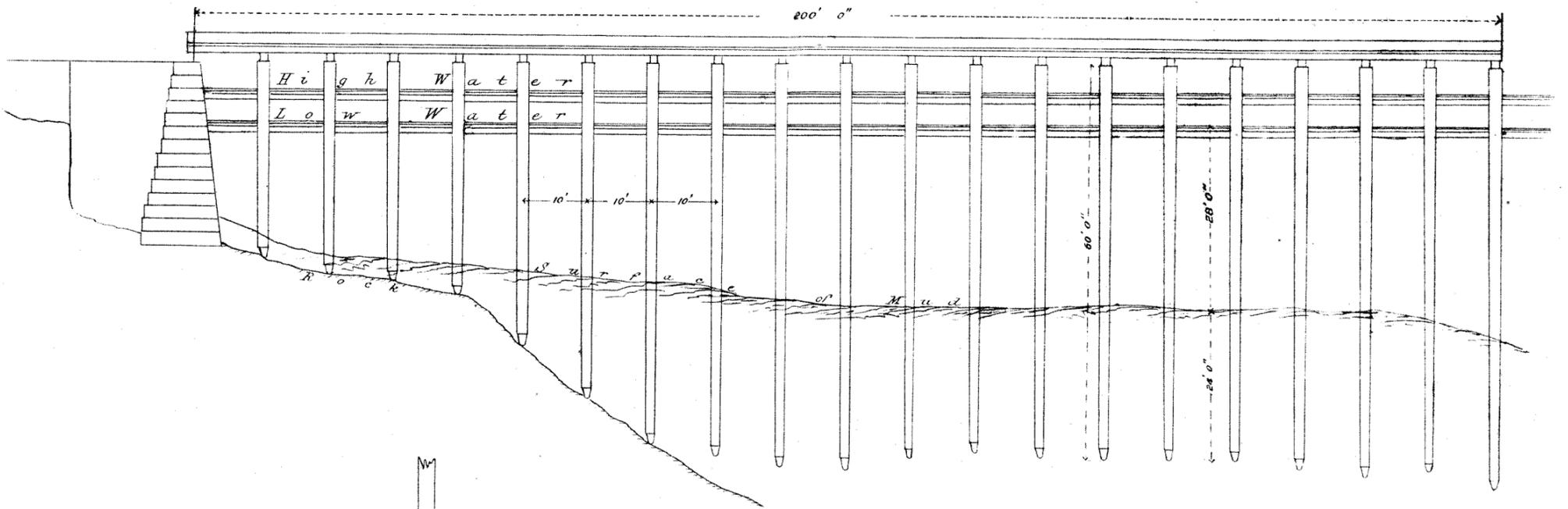
Soundings expressed in feet and reduced to the low-water level of an ordinary Spring tide.
The Hatching shows the proposed Wharfs or Jetties and that part of the Cove to be reclaimed.
COST, £60,000.

JNO. J. GOWLLAND,
N. Lieut. R. N.

Handed in by Lieutenant John Gowlland, R.N., 14th March 1873, before the Select Committee on Wharf Accommodation, Sydney Harbour.
Henry Parkes, Chairman.

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, N. S. WALES.

DETAIL SKETCH OF JETTY.



Handed in by E. O. Moriarty, Esq., 21st April, 1873, before the Select Committee on "Wharf Accommodation, Sydney Harbour."
 Henry Parkes, Chairman.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAM DREDGE "FITZ ROY."
(PETITION FOR CONSIDERATION OF THEIR WAGES—EMPLOYEES ON BOARD.)

Ordered by the Legislative Assembly to be printed, 23 January, 1873.

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

The humble Petition of the undersigned workmen and mechanics on board of the Government Dredge "Fitz Roy," now at work at Shark Island Flats, Macleay River,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners have been at work on board the dredge "Fitz Roy" since her being placed in commission, and during such time have received wages considerably less than what are allowed to the men in the Sydney dredges.

2. Your Petitioners have respectfully represented this to Mr. Moriarty, Engineer-in-Chief, but only two men have received an advance in their wages equivalent to the Sydney rate, viz., the mate and blacksmith.

3. That your Petitioners are labouring under great disadvantages compared with the Sydney dredgemen, in consequence of all stores and other necessaries required by them having to be carried from Sydney to the Macleay, thereby incurring expense in freight, commission, &c. Your Petitioners further have to provide their own boats to go and return to their daily work; and owing to the dredge constantly shifting her station your Petitioners are compelled to remove their houses and household effects very frequently, thus entailing an expense more than equal to house-rent were your Petitioners in a stationary situation.

Your Petitioners therefore humbly pray that your Honorable House will take these statements under your consideration, and grant them such relief as your Honorable House may deem expedient.

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

[Here follow 8 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CHANNELS NEAR SOW AND PIGS SHOAL.

(CORRESPONDENCE RESPECTING DEEPENING.)

Ordered by the Legislative Assembly to be printed, 24 April, 1873.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 12 March, 1873, That there be laid upon the Table of this House,—

“Copies of all Papers and Correspondence between the Admiralty Surveyor, Marine Board, and others, with the Government, respecting the deepening of the Channels near the Sow and Pigs Shoal.”

(*Captain Onslow.*)

CHANNELS NEAR SOW AND PIGS SHOAL.

LIEUT. GOWLLAND TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Sydney, 14 June, 1872.

SIR,

I have the honor to bring under your notice the following extract from a letter to me, from Rear-Admiral Richards, the Hydrographer of the Navy, with reference to the shoaling of the Sow and Pigs Channel, at the entrance to Sydney Harbour. Admiral Richards says:—

“I have been looking at the east channel of the Sow and Pigs reef, and think it would be worth the while of the Government to have the bottom tried by boring to the depth of 3 or 4 feet, which could be easily done by an iron rod with a weight attached. If it is a bottom which could be dredged, it would not be a very expensive process to make a channel of a cable wide, which would admit of an iron-clad entering. When we were thinking it possible that a line-of-battle ship might have been sent with the relief crews of the ships on the station, the difficulty of anything over 23 feet draught entering became a consideration.”

The “*Megara*,” a lighter draught ship, was consequently chosen and sent on this occasion.

I need scarcely urge on the Honorable the Treasurer the importance of having an entrance channel to this magnificent harbour deep enough to admit all classes of shipping.

The present channels are gradually silting up.

Such ships as H.M.S. “*Galatea*,” the Flying Squadron, the American ship, “*St. John*,” and one or two others, have been compelled to await a high tide to enter or leave.

By comparison of a late survey made by me in 1869, with one by Captain Denham in 1857, there is observed a diminution in the depth, during the interval, of from 1 to 2 feet in places on the Sow and Pigs flats. Indeed, the action on the harbour by the discharge of sewerage into it, the various reclamations, &c., have so seriously altered the contour of the bottom during late years, particularly in the bays, and around the commercial wharfs fringing the shores of the city, that I purpose, with the approval of the Honorable the Treasurer, to make a minute and comprehensive resound of the whole of the waters of Port Jackson, on a large scale; and likewise to extend the survey to the head of navigation, towards the Parramatta River, so as to have on record reliable data for past and future comparison.

I have, &c.,

JNO. J. GOWLLAND,
Admiralty Surveyor.

The President of the Marine Board.—W.R.P., 18/6/72. G.E., B.C., 18/6/72.

The Marine Board concurs in these suggestions of Lieut. Gowlland, and strongly recommend them to the favourable consideration of the Honorable the Treasurer.—FRANCIS HIXSON, 24/6/72.

The Under Secretary for Finance, &c.

Approved.—W.R.P., 26/6/72.—Let the work at the Sow and Pigs take precedence.

Letter to Lieut. Gowlland, 28.—G.H.R. Put away.—G.E., 28/6/72.

LIEUT. GOWLLAND TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Sydney, 29 July, 1872.

SIR,

I have the honor to forward herewith enclosed, a skeleton Plan* of the Sow and Pigs Flats at the entrance to the harbour; showing the borings of the bottom recently obtained in the west channel.

It will be observed that there is a thick deposit of sand and clay over the bed of rock underlying this ship-channel, through which a gutter or passage may be dredged without difficulty to any required depth.

Referring to my letter of the 14th June, with reference to resounding the harbour, I would now beg to suggest to the Hon. Treasurer that this duty may be delayed until the calmer days of summer come round; as it is indispensable that this work should be very carefully and accurately performed, which I find great difficulty in doing—accompanied with considerable loss of time—at this season of the year, during the prevalence of strong westerly winds.

In the meanwhile, not to lose time, I purpose, with the approval of the Hon. Treasurer, starting for the Hawkesbury River this week, to take up the survey of its waters from Broken Bay to the head of navigation; which will probably occupy me three months, by which time a change of season and winds will have come round, more favourable to the satisfactory continuation of the examination of this port.

I have, &c.,

JNO. J. GOWLLAND, Lieut. R.N.,
Admiralty Surveyor.

Will Lieut. Gowlland report upon what course he recommends in order that the passage may be commenced to be dredged at once.—W.R.P., 30/7/72. Lieut. Gowlland, R.N., G.E., B.C., 30/7/72. Please return.—G.E.

I beg to recommend that this letter, together with my former letter on the subject, with all papers, plans, &c., relating to the subject, should be forwarded to the Engineer-in-Chief of Harbours and Rivers, with instructions that the works should be proceeded with as soon as possible.—JNO. J. GOWLLAND, August 5, 1872.

I most earnestly recommend the proposal of Lieut. Gowlland to the immediate attention of the Engineer-in-Chief of Harbours and Rivers, so that no time may be lost in commencing to dredge the passage through the sand-bank at the Sow and Pigs Reef.—W.R.P., 6/8/72.—The Minister for Works.

The Under Secretary for Public Works, with plan and reports.—G.E., B.C., 6/8/72.

Mr. Moriarty, B.C., 9/8/72.—J.R.

I

* sketch
attached.

I shall have the borings in the *eastern* channel, as suggested by the Hydrographer, immediately made; and shall likewise obtain the set and velocity of the currents, to enable me to determine on the direction of the proposed channel.—E.O.M., 9/8/72.

See separate report herewith, m.p. 73-775, dated 25/3/73.—E.O.M. B.C., Under Secy., P. Works. Five plans also transmitted.

THE PRESIDENT OF THE MARINE BOARD TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

It being within the knowledge of the Marine Board that the detention of the Royal Mail steamship "Mooltan," from 11 a.m. until 4 p.m. of Tuesday, the 25th instant, was occasioned through insufficiency of depth of water in the channel at the Sow and Pigs Shoal (the vessel's draught being but 22 feet), the Board begs to invite the attention of the Honorable the Treasurer to the matter, and to their minute on Lieutenant Gowlland's letter of June last, upon the subject of deepening that channel.

The Board considers it to be a matter of extreme regret that, just at a time when the terminus of the European Mail route should be a subject of warm discussion and contest, it should be proved that there is not, at all times, a sufficient depth of water at the entrance to this port to meet the requirements of vessels of large tonnage and heavy draught of water, notwithstanding that a remedy by deepening the channel, as previously recommended, could be effected.

FRANCIS HIXSON,
President.

26 February, 1873.

The Minister for Works.—G.A.L., 28/2/73.

The Under Secretary for Public Works.—G.E., B.C., 28/2/73. Mr. Moriarty, for report, and with reference to previous papers.—G.H., for U.S., B.C., 1/3/73. See separate memorandum attached. Previous papers still retained for report.—E.O.M., B.C., 5/3/73.—Under Secretary for Public Works.

MEMORANDUM.

THE detention of the "Mooltan" was not occasioned through insufficiency of depth of water in the channel of the Sow and Pigs Shoal, as has been erroneously stated by the Marine Board; her detention was owing to the circumstance of some necessary repairs to her boilers not being completed in time to admit of starting at the advertised hour; and it is, I think, to be regretted that at the present critical conjuncture, as has been pointed out by the President of the Marine Board, that gentleman should have officially put on record a statement which is incorrect, and which is likely to be most damaging to the interests of the port. This is the more unaccountable when it is remembered that the Marine Board's Certificate, without which the vessel could not proceed to sea, was not delivered till the afternoon of the 25th—at least so I have been informed.

The Board invite the attention of the Honorable the Treasurer to Lieutenant Gowlland's letter, and their minute thereon, recommending that the *western* channel of the Sow and Pigs Shoal should be deepened, and express their regret that the work has not been entered upon.

It might have been entered upon, and the Government might now have been committed to a most difficult, expensive, and useless undertaking, had I devoted no more consideration to Mr. Gowlland's recommendation than appears to have been given to it by that gentleman himself and the President of the Marine Board.

I could not report fully on the subject submitted to the consideration of this Government by Admiral Richards, the Hydrographer, without making the borings suggested by that officer, to ascertain the nature of the bottom of the eastern channel, which had been neglected apparently by Lieutenant Gowlland,—and without ascertaining by careful survey the set and velocity of the currents, which had likewise been omitted. These have taken some time to complete; they are now, however, done, and I am preparing a full report on the whole subject.

Why Admiral Richards' recommendation, which is so obviously the most judicious one, should have been put aside, and that of Lieutenant Gowlland adopted, without one single reason being assigned against the one or in favour of the other, I have been quite at a loss to discover.

5 March, 1873.

E. O. MORIARTY,
Engineer-in-Chief for Harbours and Rivers.

"MOOLTAN."

I FIND on reference to the self-registering tide-gauge—recorded by the Astronomer—that there was 25 feet 4 inches in the east channel of the Sow and Pigs shoal, at 11:30 a.m. on Tuesday the 25th February, at which time the "Mooltan" should have passed out, had she started at her advertised hour. Her draught is said to have been 22 feet, so that she would have had 3 feet 4 inches to spare.

At 4:30 p.m. there was only 1 inch more water.

E.O.M.

RESPECTING THE DEEPENING OF CHANNEL AT SOW AND PIGS.

(Referred to in Minute Paper 72-1970.)

M.P. 73-775.

In attention to the minute of the late Hon. Treasurer, Mr. Piddington, I have caused a thorough examination to be made of the Sow and Pigs Shoal, with a view to the deepening of the *eastern* channel, as suggested by Admiral Richards; and I have now the honor to report thereon, for the information of Mr. Secretary Sutherland.

Owing

Owing to a press of work which could not be postponed, and the smallness of the staff of this department, some delay occurred in getting the necessary borings made in the eastern channel, as suggested by the Hydrographer, and in obtaining the necessary observations as to the velocity and direction of the currents in both eastern and western channels, without which no safe opinion could be offered as to the direction in which any cutting for a deep channel should be made. A very careful and elaborate series of observations has now been made of the direction and velocity of the currents at last of ebb and beginning of flood, as well as at half-flood and half-ebb, which are shown on the accompanying charts.

Additional soundings have also been made to determine the exact extent of the bar at the entrance of the eastern channel, which had not been done before with sufficient accuracy to admit of an estimate being formed of the cost of deepening it.

As there would seem to have been some mistake as to his instructions, on Mr. Gowlland's part, or some unexplained difference of opinion between him and the Hydrographer, as to which of the two channels presented the greatest facilities for deepening, it will be necessary, for a full understanding of the matter, that I should briefly summarize what has taken place:—

Admiral Richards, in his letter to Lieutenant Gowlland, directs that officer to bring under the notice of this Government the question of the practicability of deepening the *eastern* channel at the Sow and Pigs sufficiently to allow of the passage of an iron-clad, or a line-of-battle ship, and suggests with this view that borings should be made to ascertain if the nature of the bottom is such as to admit of its being dredged.

Mr. Gowlland having obtained the use of boring rods from this department, proceeded to make some borings, confining himself, however—for what reason is not stated—to the *western* channel, instead of the *eastern*, which had been indicated by Admiral Richards. The first boring showed rock at a depth of 23 feet from the surface of the water; the second and third borings, taken at intervals of about 600 and 1,200 feet, also showed a rocky bottom, under varying depths of from 7 to 4 feet of sand. Upon this, having made no observations as to the set of the currents of flood or ebb, and being consequently ignorant of their probable influence on the maintenance of such channel, or their effect on any large ship navigating it, he proceeded to mark out a channel which he recommended should be dredged on the *western* side of the Sow and Pigs Shoal.

Mr. Gowlland's recommendation, with the other papers, were transmitted to the President of the Marine Board, by whom it was approved, and the immediate commencement of the work strongly urged upon the Government. The papers were thereupon forwarded to me. Being well acquainted with both channels at the Sow and Pigs, knowing the eastern to be the deeper of the two, and observing that Admiral Richards' suggestion as to the borings referred solely to the eastern channel, it was with considerable surprise I noticed that his instructions had been wholly overlooked. I thereupon caused the necessary borings to be made in the eastern one, as had been requested by the Hydrographer; and I am happy to be able to state that they quite bear out that distinguished officer's views as to the advisability of dredging it.

Mr. Gowlland has not stated his reasons for recommending the Government to engage upon the formidable, difficult, and expensive operation of deepening the western channel in place of the eastern; which the most casual examination of the charts shows to be preferable, even if there had been no rock to be excavated in the other; and the President of the Marine Board is equally silent as to his reasons for concurring in the recommendation. If there be any reasons to be urged in favour of their view, they are not apparent, and I have been unable to discover them; while, on the other hand, the objections are obvious and fatal. This reticence is the more unaccountable as these officers must have been aware that the Hydrographer, when selecting the eastern channel, did so with a personal knowledge of the localities and of all the circumstances of the case—having, as is well known, twice visited these Colonies with surveying expeditions.

The first, and perhaps most formidable objection is the amount of rock excavation which Mr. Gowlland's proposal would necessitate.

At boring No. 1 there is 21 feet of water—2 feet only of sand and mud to rock in the centre of the proposed cutting. To obtain a depth of 27 feet at low water, therefore, at this spot, would involve dredging away the sand to lay bare the rock, and then blasting the rock for a depth of 6 or 7 feet. Borings 2 and 3 also come on rock at depths of 7 and 4 feet respectively. The borings are not taken sufficiently close to one another to admit of any exact computation being made as to the quantity of rock which it would be necessary to excavate, but supposing it to be confined within the limits shown, it would probably not fall much short of 120,000 yards, and I do not think the cost could be estimated at less than £120,000. I have had to do a good deal of under-water blasting, both at Newcastle and Wollongong, and have found it to be a most tedious and expensive operation—costing fully £1 per cubic yard.

Then as to the dredging.—The channel proposed by Mr. Gowlland, and marked on his plan, would be about 3,500 feet in length and 600 feet wide, and if deepened to a minimum depth of 27 feet at low water, would involve the removal of about 900,000 tons of silt. I have allowed in this estimate about one-third for the additional quantity of sand, which would probably be washed into the excavation from the adjoining bays and banks, by the currents which, it will be observed, run obliquely across the suggested cutting at a considerable angle. I have made the same allowance in regard to the eastern channel, although, as I shall hereafter show, the conditions are much more favourable to its maintenance.

Mr. Gowlland could scarcely, I think, have been aware of this oblique trend in the currents—at all events, there are no observations of his on the subject—or he would not have selected so very objectionable a direction for his proposed channel. The amount of dredging required in the first instance to clear this channel, supposing it not to fill up as fast as it was dredged, would occupy one dredge between four and five years; and its subsequent maintenance, composed, as the bottom is, of ever-shifting sand, would of itself be an operation of great difficulty, as well as continued and heavy expense.

An inspection of the current charts which I have had prepared will show that, at nearly every stage of the tide, the currents run with less velocity through the western than the eastern channel, thus at once explaining the cause of the greater depth of the latter, and will likewise show that, as there must always be a greater scour in the eastern than the western channel, arising from the greater velocity of the current in the former, there will be less tendency hereafter to silt up. This tendency to silt up in either case must always be looked for to a greater or less degree, but it would be certainly considerably less in the eastern channel than in the western.

Another

Another very serious objection to the channel proposed by Mr. Gowlland—not so much an engineering as a nautical one—is that, both during the flood and ebb tides, particularly at half-flood, the strength of the current flows obliquely across it, and would tend to sweep a ship of deep draught on to the rocks shown about the position of boring No. 1. During the ebb-tide the direction of the current is reversed, and a ship would be exposed to the risk of being stranded on the opposite side of the cutting. This is no imaginary objection, but has been pointed out by Commodore Stirling, to whom I have had the honor of submitting the plans; and I may state that he fully concurs with Admiral Richards and myself in thinking that any deepening operations which may be attempted should be carried out in the eastern channel.

The objections to Mr. Gowlland's proposed channel may therefore be shortly stated as follows:—

- 1st. Its faulty direction, being oblique to the set of the currents both of flood and ebb.
- 2nd. The large quantity of rock excavation which it would involve.
- 3rd. The large quantity of sand which would require to be dredged to form it.
- 4th. The tendency there would be to silting up, by reason of the cross currents, and
- 5th. The danger to vessels of heavy draught navigating it, arising from the last-named cause.

For these reasons, I cannot recommend that Messrs. Gowlland and Hixson's recommendation in regard to the deepening of the western channel should be assented to.

It will be seen, however, by reference to the accompanying plans, that on the eastern side there is a deep natural channel, extending from Green Point, where there is 52 feet of water, to nearly abreast of the Inner South Head, where it commences to shoal to 22½ and 23 feet for a very short distance, deepening immediately on the outer side to 27—35, and 47 feet, in a few yards; but throughout the greater part of its length there is at present nothing less than 25 feet of water. Numerous borings have been taken at this and other places where any dredging would be required, and in every instance a depth of from 28 to 32 feet was reached without finding anything but sand; there would therefore be no rock excavation, and no difficulty in dredging to the required depth of 27 feet.

I have shown the channel which I would recommend should be dredged, as keeping generally in the deepest water, and being parallel with the mean direction of the currents of both flood and ebb, which would thus run straight through the cutting; and, as they have considerable velocity, there is every prospect of their keeping the channel comparatively clear, although, as I have observed before, there is little doubt but that occasional dredging will be required to maintain it at its full depth, and remove deposits of sand which may take place after certain conditions of the weather. The quantity of sand required to be removed to form this channel throughout to a minimum depth of 27 feet, and 600 feet in width, allowing also, as in the former case, an increase of one-third over the neat measurement, would be about 160,000 tons, or about one-sixth of that required for the western channel, proposed by Mr. Gowlland.

The greatly reduced quantity of sand requiring to be dredged to form this channel in the first instance, the truer run which the currents would have through it, and their greater velocity, tending, as they would undoubtedly do, to diminish the tendency to silting up, and the absence of rock excavation, are advantages so patent, that of themselves they should be conclusive as in favour of the adoption of this channel, looking at it from an engineering point of view.

That it has the sanction of the Hydrographer and Commodore Stirling, as to its suitability in the nautical view of the question, will, I presume, be considered as sufficient.

If it should be determined by the Government to enter upon the work of deepening this channel at once, which I would beg most strongly to recommend, I would propose to detach the dredge "Samson" for the purpose, with the "Thetis" and the large punts; but before doing so, it will be necessary to lengthen the bucket-ladders of the dredge, to admit of her dredging to 30 feet; she can now only dredge to 27 feet, but that would not suffice to keep her fully employed at high as well as low water. This alteration, however, need involve but a trifling delay, and can be put in hand at once.

I estimate that this work may be completed within about twelve months, and that it will cost about £5,306, which is the amount of the annual vote taken for this dredge. Thus, the difference in the probable cost of the two projects would be as follows:—

Estimated cost of deepening the Western channel, as proposed by Lieutenant Gowlland:—

Rock excavation	£120,000
Dredging,—say	25,000

£145,000

Estimated cost of dredging Eastern channel.....	5,306
---	-------

Difference	£139,694
------------------	----------

E. O. MORIARTY,
Engineer-in-Chief for Harbours and Rivers.
25/3/73.

MINUTE FOR THE CABINET.

Eastern and Western Channels—Sow and Pigs.

THE reasoning of the Engineer-in-Chief for Harbours and Rivers in favour of deepening the eastern channel at the Sow and Pigs, in preference to the western channel, recommended by Lieutenant Gowlland and the President of the Marine Board, seems to me to be quite conclusive; but before finally adopting it, I think it would be desirable to obtain the opinion of the distinguished Officer commanding Her Majesty's Squadron on this Station on the nautical bearings of the question. I would therefore recommend that all the papers be forwarded for Commodore Stirling's perusal, and that he be asked to favour the Government with his views thereon.

JOHN SUTHERLAND.—27/3/73.

Approved by Cabinet—H.P., 27/3/73.

I shall be glad if His Excellency the Governor will bring this request under the notice of Commodore Stirling, submitting at the same time the accompanying papers.—H.P., 27/3/73.

Private Secretary—J.R. B.C., 27/3/73. G.K., 28/3/73.

Submit to Commodore Stirling—H.R., 28/3/73.

MINUTE BY COMMODORE STIRLING.

H. M. S. "Clio,"
Sydney, 31 March, 1873.

A VESSEL entering Port Jackson has, from a point midway between the heads, if intending to enter by the eastern channel, to alter course three points of the compass more than if she entered by the western channel. This is doubtless an objection, but I think it is more than compensated for by the advantages of getting into smooth water earlier, and having the weather shore inboard when the wind is from N.E. to south-south-east.

A vessel using the eastern channel going out with the wind to the southward of S.E. can haul close round the reefs off the Inner South Head, and is a less time under the influence of a decided set on to the North Head, which I have on more than one occasion experienced in going out under sail in H.M.S. "Clio."

My opinion is in favour of the eastern channel, if deepened as far west as the red-pencil line on the plan—that is, from half-way across the 17-foot patch opposite the Inner South Head to the letter "n" of the word "lines," opposite Green Point.

J. H. STIRLING,
Commodore.

The Under Secretary, Public Works Department.—G. H. DE ROBECK, 31/3/73. Noted, 1/4/73.

72/4347, received 15 June, 1872.—Lieutenant Gowlland. Forwarding extract from a letter received from Rear-Admiral Richards, the Hydrographer to the Navy, with reference to the shoaling of the water at the Sow and Pigs.—Sent to Marine Board, 18/6/72.

72/5478, received 30 July, 1872.—Lieutenant Gowlland. Forwarding skeleton plan of Sow and Pigs Flats, showing bearings, &c.

Pencilled Memo.—The Engineer-in-Chief for Harbours, &c., is preparing a report on the subject of this letter, which will be completed in a few days, when all the papers will be returned to the Treasury.—A.W.M., 17/3.

Papers 73/989, submitted 1/4/73.

The Under Secretary for Public Works,—Will you please cause to be returned to the Treasury the papers mentioned on the front page. With reference to the pencilled memo., I would observe that I do not read the resolution of the Assembly as covering documents of a date *later than that of the resolution*, or that have been prepared since.—G.E., B.C., 2/4/73.

I read the resolution differently. In complying with orders of the House for returns, I think all the information in our possession at the time the return is laid on the Table should be given. In the present case, I think the information asked for by Captain Onslow would be incomplete without the report of the Engineer-in-Chief for Harbours and Rivers, and the minute by Commodore Stirling.—J.R., 3/4/73.

What would it cost to carry out the deepening of the additional portion of the channel, suggested by Commodore Stirling?—J.S., 3/4/73.

The additional cost will be about £4,000.—E.O.M., 4/4/73.

I approve of the eastern channel being deepened, as suggested by Admiral Richards, Commodore Stirling, and Mr. Moriarty. Let the work be put in hand without delay.—J.S., 4/4/73.

CABINET MINUTE.

Department of Public Works,
Sydney, 23 April, 1873.

I HAVE the honor to recommend, for the approval of the Cabinet, that the deepening of the eastern channel at the Sow and Pigs, in the Harbour of Port Jackson, to 27 feet, be proceeded with without delay, as suggested by the Hydrographer, Admiral Richards, and recommended by Commodore Stirling and the Engineer-in-Chief for Harbours and Rivers.

JOHN SUTHERLAND.

The Cabinet concur.—H.P., 23/4/73.

The Engineer-in-Chief for Harbours and Rivers to carry out.—J.S., 24/4/73.

The work shall be put in hand immediately.—E.O.M., 24/4/73.

[Six plans.]

SYDNEY HEADS

SOUNDINGS ON THE SOW AND PIGS FLATS

SCALE OF 300 FEET TO ONE INCH

Reference

Figures shown thus 47, and Centre-line thus denote Capt. Sydney soundings of 1866
..... 31 East, Scotland 1872
..... 24 H & R 1872
..... 74 B & R 1863
Centre-line thus shows the position of Bearings, the figures thus 23 show the depth of Water and thus shows thus 25 the depth of Berings. Lower B denotes being on Back Low Water. Spring Tides is assumed at 45.68 feet below on Chalk, Green Point. Centre-line thus by the number of dots, the number of fathoms, a stroke between denotes an additional half fathom.

Summary
26. 3. 73



EXTRACT FROM VOYAGE OF
H.M.S. "RATTLESNAKE,"
CAPTAIN OWEN STANLEY.

"Survey of Entrance of Port Jackson," vol. 1, chap. 2, page 43.

"Measurements a minute survey was made by Lieutenants Dayman and Simpson, of the Inner Entrance to Port Jackson, where a Reef called the 'Sow and Pig' (distinguished by a Beacon and a Light-house) in the middle of the passage, leaves only a narrow available Channel on either side. The exact boundaries of them, with the depth of water, were to be determined, especially to ascertain whether a Line-of-battle Ship, with her full armament, could pass into the harbour. The shallow part of the West Channel was found to have 21 feet, and of the East 24 feet at Low-water (the rise and fall of Tide being from 5 to 8 feet) consequently, at High-water, there would be room for a Three-decker to enter."—July, 1847.

SYDNEY HEADS.

END OF EBB AND BEGINNING OF FLOOD.

The Green, Red, Blue, and Yellow lines show the direction of the Currents as indicated by the course taken by the Floats.

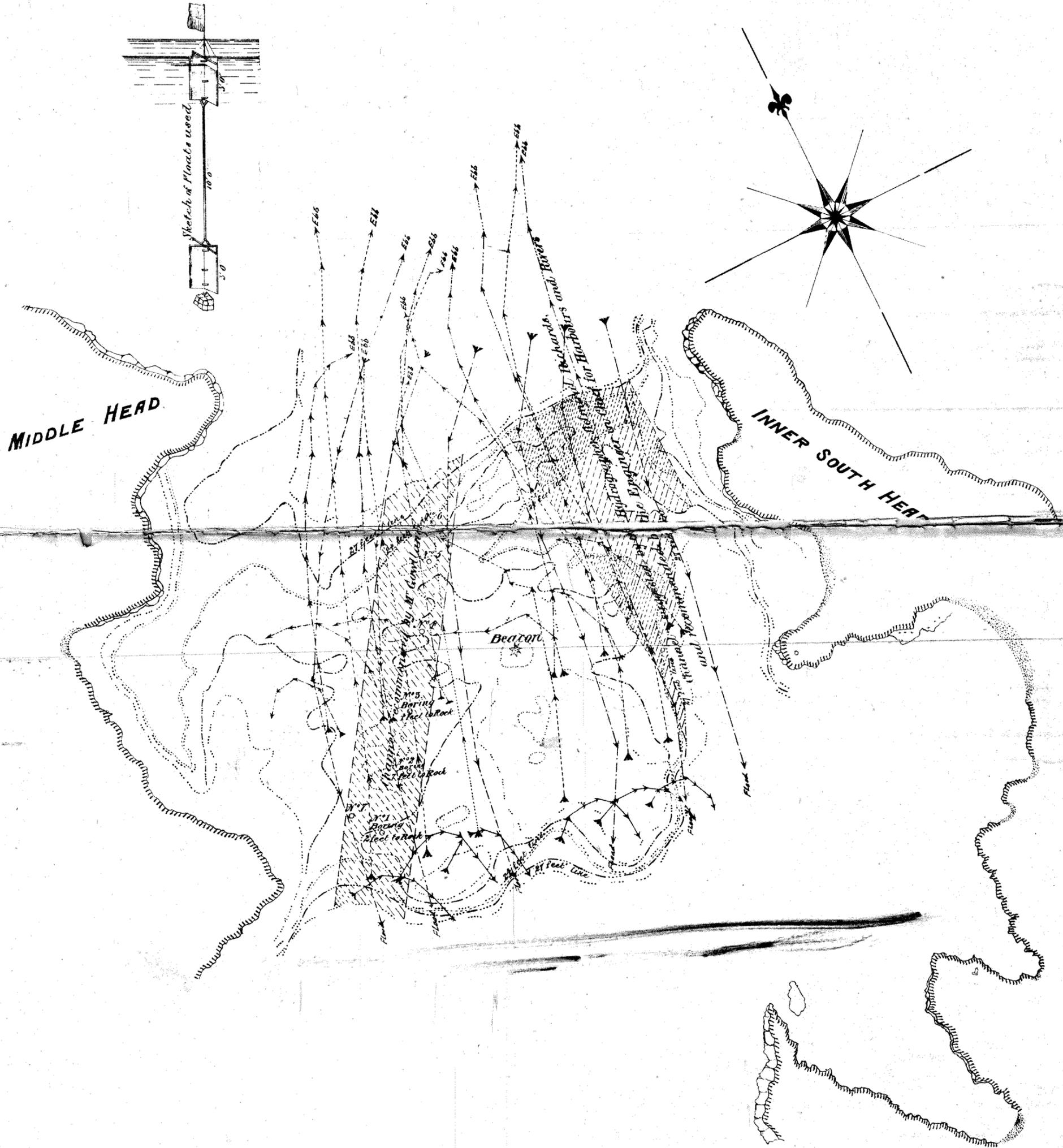
Memo.—The observations by which the Directions of the Currents are indicated were taken by Theodolite Intersections to each of the Six Floats which had been dropped at nearly regular intervals across the Harbour. The intersections of the Floats were taken at intervals of Twelve minutes to each, so that the Lines indicate the course of the Floats, and the Arrow-heads the distance traversed in the intervals of Twelve minutes.

The Times and Readings of the Fort Denison Self-acting Tide-gauge are entered in the following list, which differ somewhat from the observations taken near the Heads.

The Currents marked in Green were taken on the 14 Sept., 1872, between				It was H.W. at 5 20 a.m., with 4 1 on gauge; and L.W. at 12 0 noon, with 1 8 on gauge; being a range of 2 8			
"	"	Light Red	16	"	12 40 p.m.	1 50 p.m.	"
"	"	Blue	17	"	3 26 p.m.	4 38 p.m.	"
"	"	Yellow	18	"	2 16 p.m.	3 38 p.m.	"
"	"	Red	19	"	1 20 p.m.	3 6 p.m.	"
					7 30 a.m.	4 9	"
					8 0 p.m.	5 9	"
					9 0 a.m.	5 2	"
					10 30 a.m.	5 4	"
					3 0 p.m.	1 4	"
					5 0 a.m.	1 3	"
					5 0 a.m.	1 5	"

E. O. MORIARTY, 26/3/73.

Note.—The Green lines in the original plan are shown thus ——— Light Red thus ——— Blue thus ——— Yellow thus ——— Red thus ———



SCALE



PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE SYDNEY, N.S. WALES

(Sig. 430.)

SYDNEY HEADS.

HALE-FLOOD TIDE.

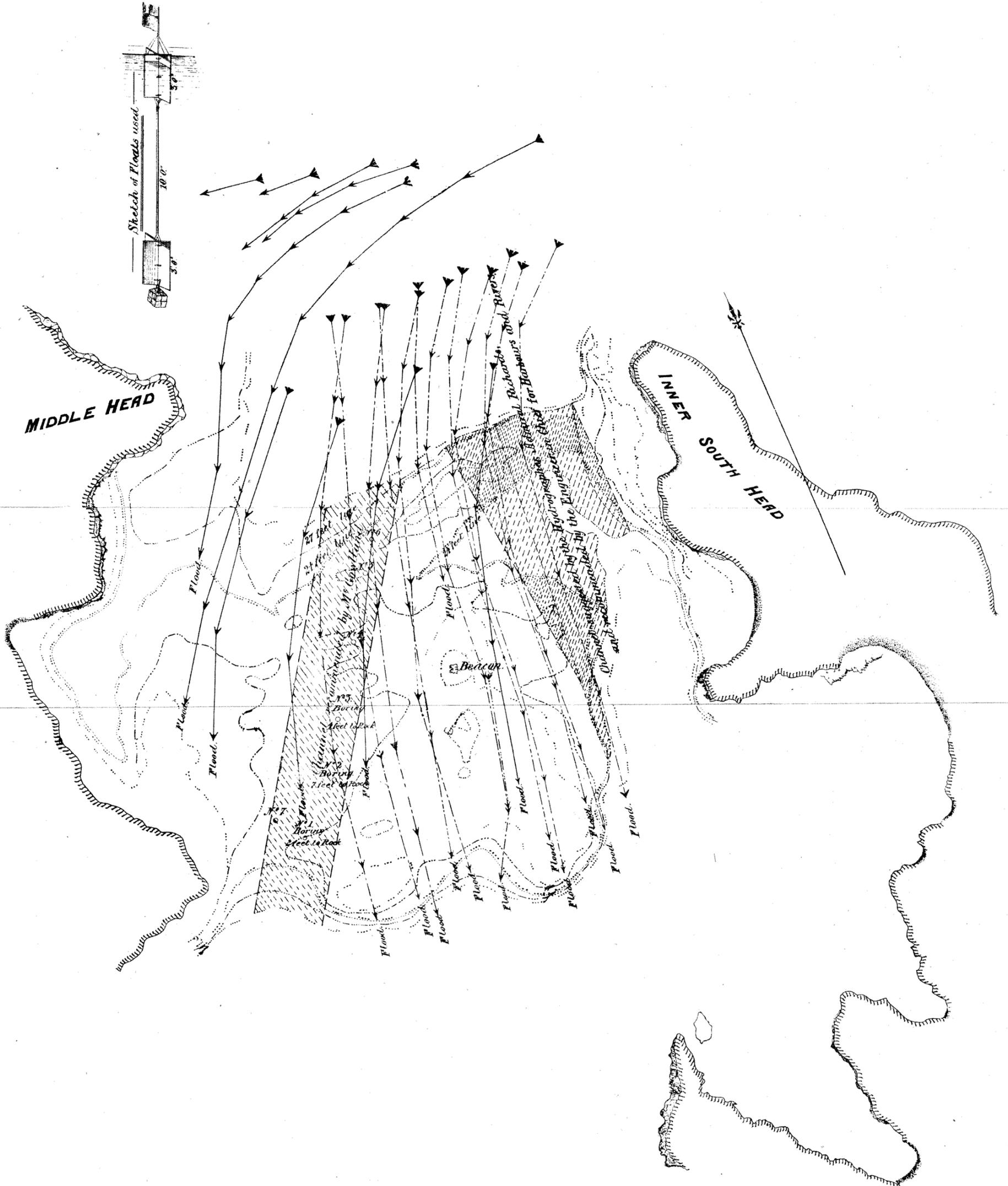
The Yellow, Blue, and Red lines show the direction of the Currents as indicated by the course taken by the Floats.

Memo.—The observations by which the Directions of the Currents are indicated were taken by Theodolite Intersections to each of the Six Floats which had been dropped at nearly regular intervals across the Harbour. The intersections of the Floats were taken at intervals of Twelve minutes to each, so that the Lines indicate the course of the Floats, and the Arrow-heads the distance traversed in the intervals of Twelve minutes.

The Times and Readings of the Fort Denison Self-acting Tide-gauge are entered in the following list, which differ somewhat from the observations taken near the Heads.

The Currents marked in Yellow were taken on the 16 Sept., 1872, between	4 ^h 6 ^m p.m. to 5 ^h 48 ^m p.m.	It was H.W. at 7 ^h 30 ^m p.m., with 5 ^{ft} 11 ⁱⁿ on gauge; and L.W. at 2 ^h 30 ^m p.m., with 1 ^{ft} 4 ⁱⁿ on gauge; range 4 ^{ft} 7 ⁱⁿ
" " Blue " 19 " "	7 ^h 8 ^m a.m., 9 ^h 30 ^m a.m.	" 10 ^h 0 ^m a.m., " 5 ^{ft} 4 ⁱⁿ " "
" " Red " 20 " "	7 ^h 24 ^m a.m., 8 ^h 34 ^m a.m.	" 11 ^h 0 ^m a.m., " 5 ^{ft} 6 ⁱⁿ " "
		" 5 ^h 0 ^m a.m., " 1 ^{ft} 2 ⁱⁿ " "
		" 5 ^h 0 ^m a.m., " 1 ^{ft} 5 ⁱⁿ " "
		" 4 ^h 2 ^m " " 4 ^{ft} 2 ⁱⁿ " "
		" 4 ^h 1 ^m " " 4 ^{ft} 1 ⁱⁿ " "

Note.—The Yellow lines in the original plan are shown thus ——— Blue thus ——— Red thus ——— E. O. MORIARTY, 26/3/73.



Scale.



PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE SYDNEY, N. S. WALES

(Sig. 430.)

SYDNEY HEADS.

BEGINNING OF EBB AND END OF FLOOD.

The Red, Green, Yellow, and Blue lines show the direction of the Currents as indicated by the course taken by the Floats.

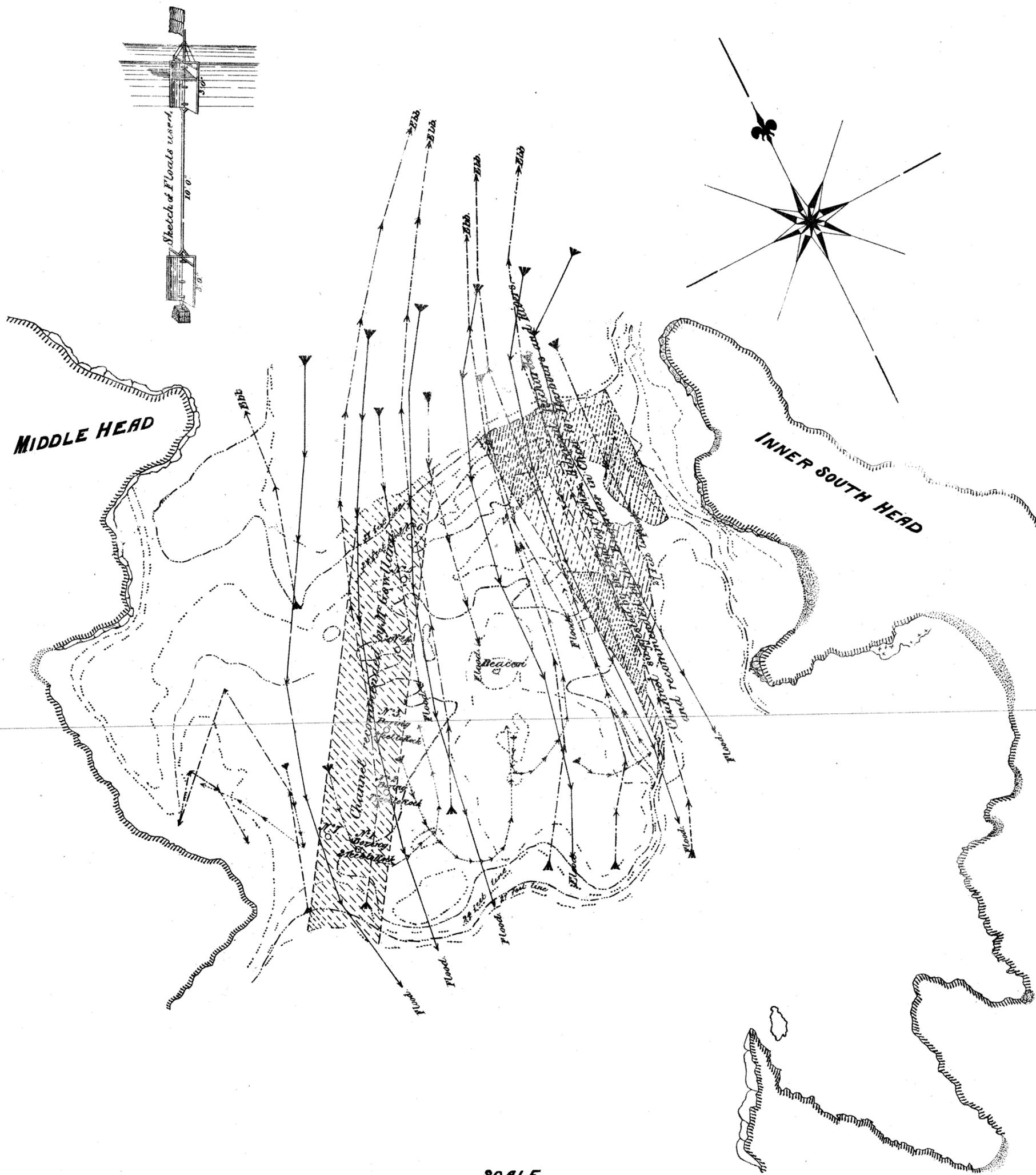
Memo.—The observations by which the Directions of the Currents are indicated were taken by Theodolite Intersections to each of the Six Floats which had been dropped at nearly regular intervals across the Harbour. The intersections of the Floats were taken at intervals of Twelve minutes to each, so that the Lines indicate the course of the Floats, and the Arrow-heads the distance traversed in the intervals of Twelve minutes.

The Times and Readings of the Fort Denison Self-acting Tide-gauge are entered in the following list, which differ somewhat from the observations taken near the Heads.

The Currents marked in Red	were taken on the 12 Sept., 1872, between 8 20 p.m. and 5 40 p.m.	It was H.W. at 4 0 p.m., with 5 0 on gauge; and L.W. at 12 p.m., with 1 5 on gauge; being a range of 3 7
" " Green	" 17 " " 8 58 a.m. " 1 56 a.m.	" 7 30 a.m., " 4 10 " " 4 a.m., " 1 7 " " 3 9
" " Yellow	" 18 " " 8 42 a.m. " 8 4 a.m.	" 9 0 a.m., " 5 2 " " 4 a.m., " 1 2 " " 4 0
" " Blue	" 18 " " 10 14 a.m. " 12 0 a.m.	" 9 0 a.m., " 5 2 " " 5 p.m., " 1 3 " " 3 11

E. O. MORIARTY, 26/3/73.

Note.—The Red lines in the original plan are shown thus  Green thus  Yellow thus  Blue thus 



SCALE.

0 200 400 600 800 1000 Cables - One Nautic Mile

SYDNEY HEADS.

HALF-EBB TIDE.

The Yellow, Blue, and Red lines show the direction of the Currents as indicated by the course taken by the Floats.

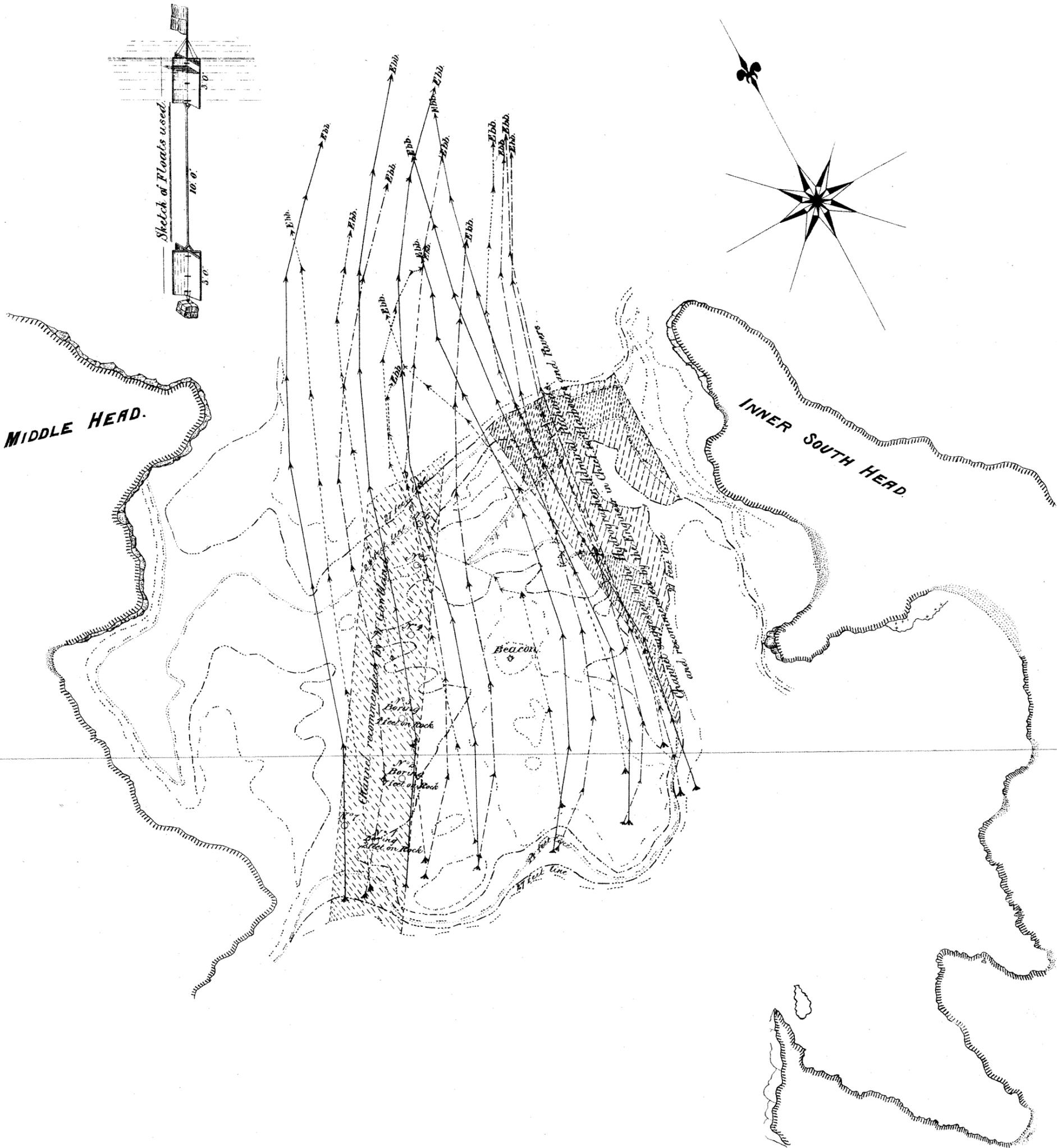
Memorandum.—The observations by which the Directions of the Currents are indicated were taken by Theodolite Intersections to each of the Six Floats which had been dropped at nearly regular intervals across the Harbour. The intersections of the Floats were taken at intervals of Twelve minutes to each, so that the Lines indicate the course of the Floats, and the Arrow-heads the distances traversed in the intervals of Twelve minutes.

The Times and Readings of the Fort Denison Self-acting Tide-gauge are entered in the following list, which differ somewhat from the observations taken near the Heads.

The Currents marked in Yellow were taken on the 17 Sept., 1872, between 10 ^h 8 ^m a.m. to 11 ^h 42 ^m a.m.	It was H.W. at 7 ^h 30 ^m a.m., with 4 ^{ft} 10 ⁱⁿ on gauge; and L.W. at 3 ^h 0 ^m p.m., with 1 ^{ft} 4 ⁱⁿ on gauge; range of 3 ^{ft} 6 ⁱⁿ
" " Blue " 19 " " 11 ^h 6 ^m a.m. " 12 ^h 40 ^m p.m.	" 10 ^h 30 ^m a.m., " 5 ^{ft} 4 ⁱⁿ " " 5 ^h 0 ^m p.m., " 1 ^{ft} 5 ⁱⁿ " " 3 ^{ft} 11 ⁱⁿ
" " Red " 19 " " 7 ^h 20 ^m p.m. " 3 ^h 6 ^m p.m.	" 10 ^h 30 ^m a.m., " 5 ^{ft} 4 ⁱⁿ " " 5 ^h 0 ^m p.m., " 1 ^{ft} 5 ⁱⁿ " " 3 ^{ft} 11 ⁱⁿ

E. O. MORIARTY, 26/3/78.

Note.—The Yellow lines in the original plan are shown thus ——— Blue thus ——— Red thus ———



SCALE.

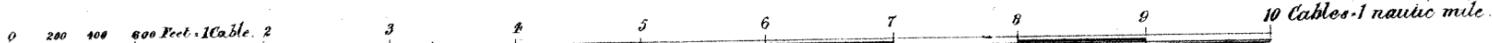
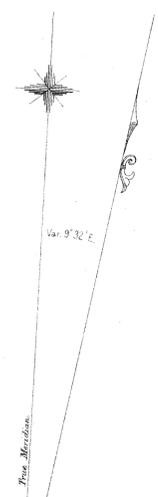
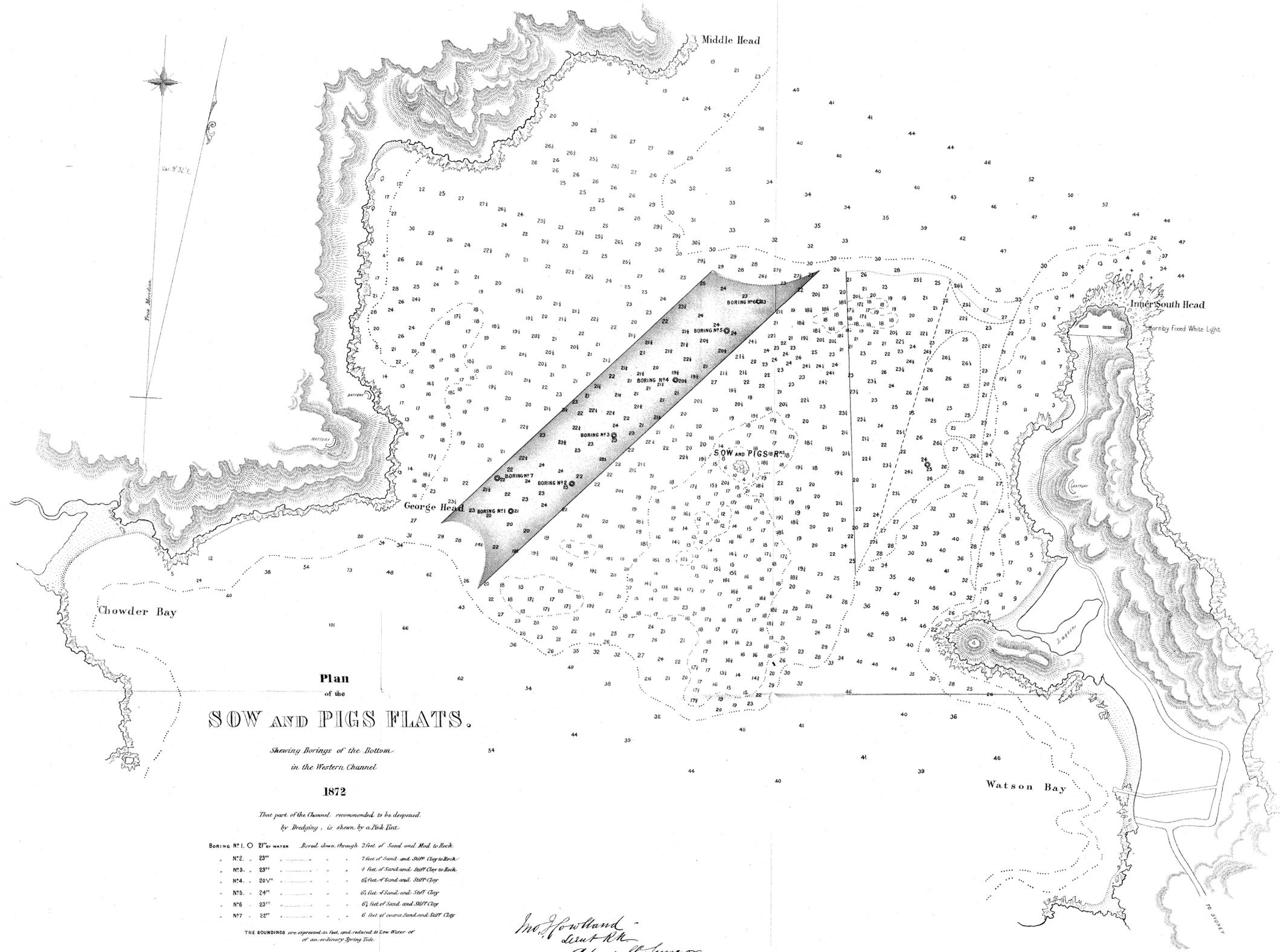


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(Sig. 130)



Plan
of the
SOW AND PIGS FLATS.

*Showing Borings of the Bottom
in the Western Channel*

1872

*That part of the Channel recommended to be deepened
by Dredging, is shown by a Pink Line.*

BORING N°1.	21'	Water	Several Shells through 2 feet of Sand and Mud to Rock
N°2.	23"		7 feet of Sand and Soft Clay to Rock
N°3.	23"		4 feet of Sand and Soft Clay to Rock
N°4.	20 1/2"		6 1/2 feet of Sand and Soft Clay
N°5.	24"		6 1/2 feet of Sand and Soft Clay
N°6.	23 1/2"		6 1/2 feet of Sand and Soft Clay
N°7.	22"		6 feet of coarse Sand and Soft Clay

THE SOUNDINGS are expressed in feet, and reduced to Low Water, of
an ordinary Spring Tide.

*Wm. Howard
Desut RR
Commanding Surgeon*

SCALE 12 IN TO 1 NAUTIC MILE
Engraved at the Government Printing Office, Sydney, N.S. Wales.

(Sig. 430)

1872.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE HALF YEARS ENDING 30 JUNE AND 31 DECEMBER, 1871.)

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

SCHEDULE.

NO.			PAGE.
1 & 2.	South Head Roads	11 Vict., No. 49, clause 6.....	2
3, 4, & 5.	Maitland Road	17 „ 16, „ 23.....	3
6 & 7.	Parramatta Road	13 „ 41, „ 19.....	4
8 & 9.	Campbelltown Road	13 „ 41, „ 19.....	4 & 5
10 & 11.	Windsor Road	18 „ 16	5 & 6
12 & 13.	Richmond Road	18 „ 16	6 & 7

ROAD TRUST ACCOUNTS.

No. 1.

SOUTH HEAD ROAD TRUST.

THE Commissioners of the South Head Road Trust Account of Receipts and Disbursements, half-year ending 30th June, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
1 Feb.	Repayment for broken alignment-posts	0 15 0	30 June	By Balance from last half-year	6,055 3 7
30 June	Government grant in aid of			„ Secretary and Surveyor's salary	50 0 0
	Roads, viz. :—	£ s. d.		„ Miscellaneous Expenditure :—	
	Old Road	175 0 0		Bank interest	248 9 0
	New Road	125 0 0		Tools, &c.	2 9 2
	Point Piper Road	25 0 0		Advertising	3 5 6
	Darling Point	25 0 0		Rent of land for material... ..	2 10 0
	Glenmore Road	25 0 0			
		375 0 0		Expenditure on undermentioned Roads :—	
	Rent of Toll-gates (5 months)	1,250 0 0		Old South Head Road—	
	Balance	6,044 18 3		By blue-metal	664 2 2
				„ wages, ballast, gravel,	
				&c.	306 2 4
				New South Head Road—	970 4 6
				By wages, ballast, gravel, &c.	297 1 4½
				Glenmore Road—	
				By wages, ballast, gravel, &c.	5 15 3
				Darling Point Road—	
				By wages, ballast, gravel, &c.	14 18 1½
				Old Point Piper Road—	
				By wages, ballast, gravel, &c.	20 16 9
		£ 7,670 13 3			£ 7,670 13 3

For Commissioners, South Head Roads Trust,—

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

No. 2.

SOUTH HEAD ROADS TRUSTS.

THE Commissioners of the South Head Roads Trust Account of Receipts and Disbursements, for half-year ending the 31st December, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
31 Dec.	To Rent of Toll-gates (7 months)	1,750 0 0	31 Dec.	By Balance from last half-year	6,044 18 3
	„ Balance	5,933 5 10		„ Secretary and Surveyor's salary	50 0 0
				„ Miscellaneous Expenditure :—	
				Bank interest	242 6 5
				Iceton & Son costs, 4 years	37 0 0
				Tools, &c.	5 10 8
				Rent of land for material... ..	2 10 0
					287 7 1
				Expenditure on undermentioned Roads :—	
				Old South Head Road—	
				By blue-metal	314 16 5
				„ wages, ballast, gravel,	
				&c.	700 12 10
				New South Head Road—	1,015 9 3
				By blue-metal	92 10 0
				„ wages, ballast, gravel,	
				&c.	119 18 3
				Glenmore Road—	212 8 3
				By wages, ballast, gravel, &c.	0 9 0
				Darling Point Road—	
				By wages, ballast, gravel, &c.	4 1 0
				Point Piper Road—	
				By wages, ballast, gravel, &c.	68 13 0
		£ 7,683 5 10			£ 7,683 5 10

For Commissioners of the South Head Roads Trust,—

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

3

No. 3.

MAITLAND DISTRICT COUNCIL.

BALANCE SHEET—Half-year ending 30th June, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
1 Jan.	To Balance	53 19 1	30 June	By Improvements—Largs Ferry	115 8 4
30 June	„ Rent of Hinton Ferry	98 10 0		„ „ Hinton	22 0 5
	„ Arrears, Wm. M'Guiggan	17 0 0		„ Rent of office, 1870	10 0 0
				„ Advertising	2 16 3
				„ Salary, Secretary	8 6 8
				„ Small items	0 3 6
				„ Balance in Bank	10 13 11
		£ 169 9 1			£ 169 9 1

STEPHEN SCHOLEY, Warden.
THOS. HUGHES, Secretary.

Examined and found correct,—
THOS. BLISSETT, }
JOHN BURKE, } Auditors.
15th August, 1871.

No. 4.

MAITLAND DISTRICT COUNCIL.

BALANCE SHEET—Half-year ending 31st December, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
30 June	To Balance in Bank	10 13 11	31 Dec.	By Repairs, &c., to Largs Ferry	45 19 11
31 Dec.	„ Rent, Hinton Ferry	83 18 5		„ „ Hinton Ferry	9 5 0
	„ Largs Ferry	12 0 0		„ Secretary, salary, 8 months	16 13 4
				„ Law expenses	12 3 6
				„ Advertising	4 6 6
				„ Stamps	1 0 0
				„ Small items	0 7 0
				„ Balance in Bank	16 7 1
		£ 106 12 4			£ 106 12 4
1872.					
1 Jan....	To Balance in Bank	16 17 1			

STEPHEN SCHOLEY, Warden.
THOMAS HUGHES, Secretary.

Audited and found correct,—
THOMAS BLISSETT.
KEYREN CRUMAN.
16th January, 1872.

No. 5.

MAITLAND DISTRICT COUNCIL.

BALANCE SHEET for the Year ending 31st December, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
1 Jan.	To Balance in Bank	53 19 1	31 Dec.	By Improvements and repairs to Largs Ferry	161 8 3
31 Dec.	„ Rent of Hinton Ferry	199 8 5		„ „ Hinton Ferry	31 5 5
	„ Largs Ferry	12 0 0		„ Secretary—Salary	25 0 0
				„ Law costs	12 3 6
				„ Rent of office, 1870	10 0 0
				„ Advertising	7 2 9
				„ Stamps	1 0 0
				„ Small items	0 10 6
				„ Balance in Bank	16 17 1
		£ 265 7 6			£ 265 7 6
1872.					
1 Jan....	To Balance in Bank	16 17 1			

STEPHEN SCHOLEY, Warden.
THOMAS HUGHES, Secretary.

Audited and found correct,—
THOMAS BLISSETT.
KEYREN CRUMAN.
16th January, 1872.

No. 6.
PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the half-year ending 30th June, 1871.

RECEIVED.			EXPENDED.		
	£	s. d.		£	s. d.
Six months' rental of Toll-gate at Broken-back Bridge	183	0 0	SALARIES—		
Chief Commissioner of Main Roads, for the repair of the Dogtrap Road, for the years 1870 and 1871	120	0 0	Clerk and Treasurer	18	15 0
			Overseer	56	5 0
					75 0 0
			MISCELLANEOUS—		
			Wages for labour	177	1 4
			Stationery and advertising	0	16 0
			Repairs to tools	1	5 6
			Purchase of tools, stores, &c.	0	15 3
			Repairs to roads, dams, and bridges	84	13 9
					264 11 10
Total receipts	303	0 0	Total expenditure.....		339 11 10
Balance, 31st December, 1870..	725	6 6	Balance, 30th June, 1871		688 14 8
	£ 1,028	6 6			£ 1,028 6 6

We certify the above Account to be correct,—

JAMES BYRNES,
ANDREW PAYTEN, } Commissioners.
NEIL STEWART,

No. 7.
PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the half-year ending 31st December, 1871.

RECEIVED.			EXPENDED.		
	£	s. d.		£	s. d.
Six months' rental of Toll-gate at Broken-back Bridge	183	0 0	SALARIES—		
			Clerk and Treasurer	18	15 0
			Overseer	27	0 0
					45 15 0
			MISCELLANEOUS—		
			Wages for labour.....	72	18 4
			Stationery and advertising	3	18 11
			Purchase of tools, stores, &c.	0	5 10
			Repairs to tools	2	2 5
			Road metal	1	13 0
			Purchase of toll-house.....	170	0 0
			Repairs to toll-houses	12	3 0
			Commission to Auctioneers	5	6 0
			Law expenses	7	13 4
			Petty expenses	1	10 0
					277 10 10
Total receipts	183	0 0	Total expenditure.....		323 5 10
Balance, 30th June, 1871	688	14 8	Balance, 31st December, 1871...		548 8 10
	£ 871	14 8			£ 871 14 8

We certify the above to be correct,—

J. L. CASTNER, Chairman,
NEIL STEWART,
ANDREW PAYTEN, } Commissioners.

No. 8.
CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current for the half-year ending 30th June, 1871.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1871.		£ s. d.			£ s. d.
Jan. 1	To Balance from 31st December, 1870	5 8 3	May 20	By Sum paid North & Jennicks, as per Vou.	2 10 0
June 30	„ Six months' rent of Denham Court Toll-gate	15 0 0	„ „	„ „ A. Collett, for labour, do.	0 10 0
			„ „	„ „ Geo. Spier, do. do.	0 7 0
			June 30	„ „ Stationery, 3s.; stamps, 3s. 6d.	0 6 6
			„ „	„ „ Secretary, for six months' services	15 0 0
			„ „	„ „ Sundries	0 2 6
			„ „	„ „ Balance	1 12 3
					20 8 3
		£ 20 8 3			£ 20 8 3

We certify to the correctness of the above Account,—

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

Campbelltown, 30 July, 1871.

No. 9.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current, for the half-year ending 31st December, 1871.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1871.		£ s. d.	1871.		£ s. d.
1 July	To Balance from 30 June	1 12 3	29 Sept.	By Sum paid P. M'Mahon, as per Vou.....	0 7 6
31 Dec.	„ Six months' rent of Denham-court Toll-gate	15 0 0	30 „	„ for stamps, 2s. 6d. ; paper, 1s.	0 3 6
			31 Dec.	„ Secretary (six months' salary)	15 0 0
			31 „	„ for stamps, 2s. ; paper, 1s. 6d.	0 3 6
			31 „	„ Balance	0 17 9
		£ 16 12 3			£ 16 12 3

We certify to the correctness of the above Account,—

THOS. CHIPPINDALL, } Commissioners.
THOMAS BYRNE, }

Campbelltown, 15th January, 1872.

No. 10.

WINDSOR ROAD TRUST.

ACCOUNT of the Receipts and Disbursements of the Commissioners of the Windsor Road Trust, for the half-year ended 30th June, 1871.

Dr.			Cr.		
DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1871.		£ s. d.	1871.		£ s. d.
1 Jan.	To Balance on hand, 31 December, 1870 ...	35 13 1	14 Jan.	By paid J. Whitechurch, repairs, Windsor Road	1 6 10 0
9 „	„ Rent of Fitz Roy Bridge Tolls for December, 1870	12 10 0	21 „	„ J. Scowen, repairs, Toll-house	2 1 0 0
4 Feb.	„ „ January, 1871.....	12 11 8	28 „	„ L. White, advertising	3 1 2 9
3 Mar.	„ „ February	12 11 8	30 „	„ G. Whitely, repairs, George-street	4 1 0 0
3 April	„ „ March	12 11 8	4 Feb.	„ J. Hough, repairs, Windsor Road	5 2 16 9
1 May	„ „ April	12 11 8	11 „	„ W. Crozier, „	6 1 18 0
8 June	„ „ May	12 11 8	13 „	„ J. Crew, „	7 1 17 0
			21 „	„ J. Whitechurch, „	8 5 8 0
			23 „	„ J. Hopkins, „	9 1 2 0
			4 Mar.	„ J. Crew, repairs, George-street	10 1 8 0
			1 April	„ E. Moran, repairs, Windsor Road	11 8 10 0
			3 „	„ J. Crew, „	12 16 18 0
			3 May	„ J. Hough, „	13 7 8 9
			13 „	„ J. Crew, „	14 24 3 7
			20 „	„ Secretary, quarter's salary	15 6 5 0
			26 „	„ Same, postage, &c.....	16 0 5 0
			30 June	„ J. Crew, repairs, Windsor Road	17 1 15 0
				„ Same, „	18 4 0 0
				„ Same, „	19 3 16 0
				„ W. N. Blanchard, repairs, Thompson's-square	20 1 9 3
				„ Fr. Simon, wheelbarrows	21 1 12 6
				„ J. Hough, repairs, Windsor Road	22 3 8 0
				„ Secretary—quarter's salary	23 6 5 0
				„ Same—postage, stamps, &c.	24 0 5 0
				Balance on hand	0 18 7
		£ 111 1 5			£ 111 1 5

RICH. RIDGE.
THOMAS PRIMROSE.
WM. J. CREW.
JOHN WOOD.

No. 11.

WINDSOR ROAD TRUST.

ACCOUNT of the Receipts and Disbursements of the Commissioners of the Windsor Road Trust, for the half-year ending 31st December, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.	V.	£ s. d.
	To Balance on hand, 30th June	0 18 7	8 July	By paid James Hough, repairs to Windsor Road	1 4 19 0
8 July	„ Rent of Fitz Roy Bridge Tolls for June	12 11 8	16 „	„ Same, „	2 2 10 0
7 Aug.	„ „ „ July	12 11 8	22 „	„ John Holden, „	3 7 10 9
7 Sept.	„ „ „ August ...	12 11 8	29 „	„ James Hough, „	4 1 16 0
9 Oct.	„ „ „ September...	12 11 8	7 Aug.	„ Skyrme & Woodfield, tools ...	5 0 11 8
3 Nov.	„ „ „ October...	12 11 8	„	„ H.M. Printing Office, forms...	6 0 1 0
6 Dec.	„ „ „ November	12 11 8	9 Sept.	„ Benjamin Isaacs, printing.....	7 0 10 0
			„	„ W. Rooke, posting placards ...	8 0 10 0
			„	„ W. Wood, repairs to George-street	9 11 2 0
			16 „	„ W. Allen, „	10 1 12 0
			30 „	„ Secretary—quarter's salary ...	11 6 5 0
				„ Same—postage, stamps, and stationery	12 0 5 0
			18 Dec.	„ W. Rooke, sticking bills	13 0 7 6
			„	„ B. Isaacs, printing.....	14 0 5 0
			„	„ G. Davies, advertising	15 0 18 0
			31 „	„ F. Simon, wheelbarrow.....	16 1 2 6
			„	„ J. T. Smith, commission on sale of tolls	17 2 6 6
			„	„ Secretary — quarter's salary, stamps, &c.	18 6 10 0
			„	„ Balance on hand	27 6 8
		£ 76 8 7			£ 76 8 7

RICH. RIDGE,
THOMAS PRIMROSE, } Commissioners.
WM. J. CREW,
JOHN WOOD, }

No. 12.

RICHMOND ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the half-year ended 30th June, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.	V.	£ s. d.
1 Jan.	To Balance on hand 31 December, 1870.....	83 14 8	1 Feb.	By paid John Armstrong, repairs Blacktown Road	1 2 0 0
4 „	„ Rent of Blacktown Tolls for December	19 10 0	1 Mar.	„ Geo. Guest—commission	2 2 10 0
10 Feb.	„ „ „ January ...	20 18 4	31 „	„ Secretary—quarter's salary ...	3 7 10 0
9 Mar.	„ „ „ February	20 18 4	„	„ Same—postage, &c.....	4 0 5 0
8 April	„ „ „ March ...	20 18 4	„	„ Henry Pye, repairs to Church Hill	5 5 10 0
10 May	„ „ „ April	20 18 4	30 June	„ Same, repairs to Blacktown Road	6 8 7 6
10 June	„ „ „ May	10 0 0	„	„ Secretary—quarter's salary ...	7 7 10 0
			„	„ Same—postage, &c.....	8 0 5 0
				„ Balance on hand	163 0 6
		£ 196 18 0			£ 196 18 0

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

No. 13.

RICHMOND ROAD TRUST.

ACCOUNT of the Receipts and Disbursements of the Commissioners of the Richmond Road Trust, for the half-year ended 31st December, 1871.

Dr.			Cr.		
1871.		£ s. d.	1871.		£ s. d.
1 July	To Balance on hand	163 0 6	5 July	By paid H. Pye, repairs to Blacktown Road	V. 1 22 10 0
8 "	" Rent of Blacktown Tolls for June	10 0 0		" T. Buckton, repairs to main street, Richmond	2 22 10 0
7 Aug.	" " July	10 0 0		" H. Pye, "	3 12 0 0
29 Sept.	" " August ...	20 18 4	2 Aug.	" Thos. Buckton, "	4 32 1 3
24 Oct.	" " September	20 16 8		" H. Pye, "	5 51 15 0
22 Nov.	" " October ...	20 16 8	6 Sept.	" D. Macpherson, plans, &c.	6 3 0 0
13 Dec.	" " November	20 16 8		" T. Buckton, repairs to main street, Richmond	7 23 0 0
				" H. Pye, "	8 2 5 0
			4 Oct.	" H. Pye, "	9 10 0 0
				" T. Buckton, "	10 15 15 0
				" Secretary—quarter's salary ...	11 7 10 0
				" Same—postage stamps, &c. ...	12 0 5 0
			1 Nov.	" Thos. Buckton, repairs to main street, Richmond	13 23 12 6
				" Henry Pye, "	14 10 0 0
			12 Dec.	" Bank of N. S. Wales, interest on overdraft	15 0 9 5
			31 "	" B. Isaacs, printing	16 0 5 0
				" G. Davies, advertising	17 0 18 0
				" Secretary—quarter's salary, stamps, &c.	18 7 15 0
				Balance on hand	20 17 8
		£ 266 8 10			£ 266 8 10

EDWD. POWELL,
JOHN DUCKER,
W. T. PRICE,
JOSEPH ONUS, } Commissioners.

1872-3.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR THE HALF-YEAR ENDING 30 JUNE, 1872.)

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

SCHEDULE.

NO.		PAGE.
1. South Head Roads.....	11 Vict., No. 49, clause 6	2
2. Maitland Road	17 " 16, " 23	2
3. Parramatta Road	13 " 41, " 19	3
4. Campbelltown Road	13 " 41, " 19	3
5. Windsor Road	18 " 16, "	4
6. Richmond Road	18 " 16, "	4

3

No. 3.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Parramatta Road Trust, for the half-year ending 30th June, 1872.

Dr.

Cr.

RECEIVED.		EXPENDED.	
Six months' rental of Toll-gate, Brokenback Bridge...	£ s. d. 166 0 0	SALARIES—	£ s. d.
Rental of old Toll-house	5 18 0	Clerk and Treasurer	18 15 0
		Overseer	45 0 0
			63 15 0
		MISCELLANEOUS—	
		Wages for labour	123 0 10
		Advertising	2 3 6
		Repairs to tools	0 9 8
		Purchase tools, stores, &c.	0 4 0
		Road metal	0 7 0
		Commission	0 2 6
			126 7 6
Total receipts	171 18 0	Total expenditure	190 2 6
Balance, 31st December, 1871	548 8 10	Balance, 30th June, 1872	530 4 4
	£ 720 6 10		£ 720 6 10

We certify the above to be correct,—

NEIL STEWART,
JOHN L. CASTNER, } Commissioners.
ANDREW PAYTEN, }

No. 4.

CAMPBELLTOWN ROAD TRUST.

THE Commissioners of the Campbelltown Road Trust, in Account Current, for the half-year ending 30th June, 1872.

Dr.

Cr.

DATE.	PARTICULARS OF SUMS RECEIVED.	AMOUNT.	DATE.	PARTICULARS OF SUMS EXPENDED.	AMOUNT.
1872.		£ s. d.			£ s. d.
Jan. 1	Balance, from December, 1871	0 17 9	Feb. 6	By sum paid for labour, as per voucher	0 6 0
June 30	Six months' rent of Denham Court Toll-gate	35 0 0	" 6	" " Advertising in <i>Herald</i>	0 15 0
			" 14	" " Repairing road	0 15 0
			May 13	do. do.	0 10 0
			" 22	" " Messrs. Fowler, Bros., Sundries	0 14 8
			" 29	" " Repairing road, do.	0 10 0
			" 30	" " Stamps, 3s.; paper and envelopes, 2s. 6d.	0 5 6
			" 30	" " Secretary, six months' salary	15 0 0
				Balance	17 1 7
		£ 35 17 9			£ 35 17 9

We certify to the correctness of the above Account,—

(Signatures of the Commissioners) { THOS. CHIPPINDALL.
THOS. BYRNE.

Campbelltown, 15 July, 1872.

No. 5.

No. 5.

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the half-year ended 30th June, 1872.

Dr.				Cr.			
1872.		£ s. d.	1872.		£ s. d.		
Jan. 1	To Balance	27 5 11	Mar. 8	By paid Mr. Wood, repairs to road, Blacktown	1	1 2 6	
" 3	" Rent, Fitzroy Bridge—Tolls for December	12 11 8	" 8	" P. Motterman, repairs, George and Bridge streets	2	6 17 0	
Feb. 7	" " January	18 6 8	" 8	" Alfred W. Hobbs, bill-sticking	3	0 7 6	
Mar. 8	" " February	18 6 8	" 30	" Secretary, quarter's salary, &c.	4	6 10 0	
April 10	" " March	18 6 8	April 24	" Windsor Municipal Council, repairs, &c.	5	60 0 0	
May 10	" " April	18 6 8	May 11	" T. Whitechurch, repairs to George-street	6	1 0 0	
June 10	" " May	18 6 8	June 3	" T. Crew, repairs, Windsor Road	7	1 17 6	
			" 30	" Secretary, quarter's salary	8	6 10 0	
			" 30	" Balance in hand		47 6 5	
		£ 131 10 11				£ 131 10 11	

M. URR,
JOHN M. M'QUADE,
JOHN WEILD,
THOMAS PRIMROSE, } Commissioners.

No. 6.

RICHMOND ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the half-year ended 30th June, 1872.

Dr.				Cr.			
1872.		£ s. d.	1872.		£ s. d.		
	To Balance on hand	20 17 8	3 Jan.	By paid Henry Pye, repairs to main street and Blacktown Road	1	26 4 0	
2 Jan.	" Rent of Blacktown Tolls, for December	20 16 8	"	" Same, repairs to main street ...	2	4 7 6	
14 Feb.	" " January	15 5 0	3 April	" C. Crisford, do.	3	0 7 6	
6 Mar.	" " February	15 5 0	"	" H. Pye, do.	4	2 10 0	
15 April	" " March	15 5 0	"	" Secretary, quarter's salary, stamps, &c.	5	7 15 0	
1 May	" " April	15 5 0	"	" H. Pye, repairs, Blacktown Road and main street	6	2 7 6	
3 June	" " May	15 5 0	"	" H. Turner, timber for bridge, Richmond to river	7	7 0 0	
			30 June	" Jas. Knott, repairs to bridge, Church Hill	8	2 0 0	
			"	" Secretary, quarter's salary, stamps, &c.	9	7 15 0	
		£ 117 19 4	"	" By Balance on hand		57 12 10	
						£ 117 19 4	

EDWD. POWELL,
JOHN DUCKER,
GEO. M. PITT, JR., } Commissioners.
W. T. PRICE,

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD, BULLI PASS TO COAL CLIFF, ILLAWARRA.

(REPORT FROM SURVEYOR.)

Ordered by the Legislative Assembly to be printed, 8 November, 1872.

NORTH BULLI ROAD.

ACCORDING to instructions, I have examined the road referred to in the Petition, shown in a red line in accompanying sketch.

It is now, for a mere by-road, in very fair order from Bulli as far north as Goodrich's farm, leaving about a mile uncleared to the Coal Cliff. From this, northerly, the road is merely a very narrow bridle-track, along a natural burn, which traverses the face of the Cliff for about a quarter of a mile, and forms a barrier to any further extension of the road, northerly, for wheel traffic, unless a cost of about £1,000 was incurred to carry it to "Stanwell Park," the property of C. Mitchell, Esq. Thence there is a steep access for vehicles to Blue-gum Forest, shown in brown, cut by Mr. Hargraves, his tenant, running up the spur from the Coast Range that divides the "Stanwell Park" watershed from the Port Hacking Gully.

With regard to the prayer of the Petition for £300, to complete the portion shown in red on sketch, I would point out:—

- 1st. That the utmost extent of land that lies between the sea and the road on the top of the Coast Range, which is all that can be immediately benefited, does not exceed 6 square miles in area; and that a considerable portion of this is on the steep mountain side, and I believe principally taken up in consideration of the coal.
- 2nd. That the length of this piece of road is only some 6 miles, which has already received endowment to the amount of £300 from the Government, and that 5 miles thereof is in sufficiently good order for a by-road, terminating at the Coal Cliff.
- 3rd. With reference to the arguments adduced in favour of the Petition in Mr. Mitchell's letter of 24th August, 1871, he evidently anticipates the ultimate construction of a road round the Coal Cliff. To make such a road properly available for wheel traffic all round the loop line to Blue-gum Forest would necessitate an expenditure of over £2,000,—an amount totally disproportionate to the value of the interests now existing on the line, and not opening up any further land for selection. I have shown on the sketch, margined pink, the measured portions in Port Hacking Gully, amounting to 3,200 acres, surveyed as mineral leases in 320-acre portions.

Only a portion of this land is suitable for agriculture, and consequently not available for the general run of selectors.

To make a road into this valley would cost probably £1,500 to £2,000, the place being a small Burragorang; and supposing it were even found advisable to make a road into the valley, I believe, from cursory observations and the information of my guide, that a more suitable road could be made down a gully about halfway between Bottle Forest and Blue-gum Forest, as being a convenient outlet for either Sydney or Wollongong.

It is impossible to ride into the valley, except for a little way at the head, where Mr. Hargraves has cut a track into his selection, and access is best obtained by boat from Port Hacking, the river being navigable for some distance. In fact, Mr. Blake, who knows the whole country about there thoroughly, informs me that by water would always be the readiest communication.

Under these circumstances, as the North Bulli Road is never likely to be more than a local convenience, I still remain of opinion that it is not entitled to such a grant as £300, and that as the Government now maintain the Trunk Coast Line, *via* Bottle Forest and Westmacott's Pass, to the boundary of North Illawarra Municipality, any further subsidy given to this road should be contingent on a moiety being subscribed by the district, as although the number of residents on the line of road or north of it is not very great, it indirectly benefits to an equal extent the population and tradespeople of the Townships of Bulli and Wonona, whose signatures to the Petition are numerous.

Should the Government, however, determine to expend any further sum upon the road it ought to be limited to a grant commensurate with the fifth classification, say 6 miles at £7 per mile = £42.

F. WELLS, 31/7/72.

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GEORGE BELL.

(PETITION AS TO MEASUREMENT OF HIS CONTRACT FOR METAL, G. S. ROAD.)

Ordered by the Legislative Assembly to be printed, 21 November, 1872.

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

The humble Petition of George Bell, of Picton, in the Colony of New South Wales, Contractor,—

SHOWETH:—

That in or about the month of July, one thousand eight hundred and sixty, your Petitioner entered into a contract with the Government of New South Wales, for the construction and metalling of a portion of the Southern Road, known as number 25 (West Bargo).

That, by the specifications of the contract, it was, amongst other things, provided, that on the road so formed or repaired, a coating of metal of a description approved of by the Superintendent, broken to a two and a half inch gauge, should be evenly spread over a width of fifteen feet on centre of road, and a thickness of nine inches on centre, gradually decreasing to a thickness of five inches at a distance of seven feet six inches from centre; and that by the general conditions of such contract it was also provided that, to secure the proper quantity of metal being spread on the road, it should be measured in heaps before being spread, as well as on the road when spread, and the contractor was to give notice to the Road Superintendent when a heap of metal was ready.

That Mr. Moggeridge was the Superintendent of Roads at the time when your Petitioner entered upon the said contract.

That during the period of Mr. Moggeridge's superintendence the metal was measured at the quarry, and twenty-four cubic feet, or one ton of metal at such quarry, was deemed as sufficient to cover one yard of road of the thickness and dimensions specified in such contract, such measurement at the quarries being, according to the testimony and experience of contractors and engineers, sufficient for such purpose.

That your Petitioner previous to taking said contract completed a task-job on Picton Bridge on the same conditions, which being passed and paid for on the terms and measurements above mentioned, became the basis of his calculation on taking the contract No. 25.

That contract No. 20, on the same road and under the same conditions, was, in fact, completed by Mr. Spencer Sivyver, contractor, or by Messrs. Thomas Larkin and Robert Pooley as his sureties, and paid for by the Government, upon the basis of such measurements and no other.

That to Mr. Moggeridge Mr. Quodling succeeded as Superintendent, and insisted upon a different principle of measurement, which was as follows:—He first took the measurement in cubic yards at the quarry; he subsequently measured, or proposed to measure, the stone in bulk on the line, insisting upon a cubic yard of metal for every yard forward on the road, instead of a ton of 24 feet as required by Mr. Moggeridge.

That one thousand seven hundred and seven tons of metal, on one thousand seven hundred and seven lineal yards of road were completed by your Petitioner during Mr. Moggeridge's term of office, and passed by that gentleman, but which was subsequently altered by Mr. Quodling, allowing only one thousand five hundred and seventeen yards 16 feet in lieu thereof.

That against this your Petitioner protested, but being wholly unable to answer the demands of sub-contractors without obtaining payments on account, and being unable to obtain the necessary certificates without succumbing to Mr. Quodling's requisitions, your Petitioner was compelled to submit to them, under protest.

That Petitioner is aggrieved and deeply injured by the course pursued by the Superintendent, Mr. Quodling, and humbly prays your Honorable House will take into consideration the facts above stated, and grant such relief as may appear to your Honorable House expedient.

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

GEORGE BELL.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(NUMBER OF MEN EMPLOYED ON MUDGEES ROAD DURING FORTNIGHT ENDED 28 DECEMBER, 1872.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

MUDGEES ROAD.

RETURN of the number of Men and Horses employed for the fortnight ending Saturday, the 28th December, 1872.

No. of Contract, or Name of Work.	Mechanics.	Labourers.			Horses.	Carts.	Bullock drays.	Total No. of Men.	Remarks.
		At formation and drains.	At metal.	At culverts.					
ROAD CONTRACTS.									
6-72	14	28	4	12	4	1	46	Contract about half finished.
7 "	1	...	...	...	...	1	Maintaining finished contract.
8 "	6	...	2	1	...	6	Ballasting finished.
9 "	12	18	2	8	2	3	32	Works lately started; getting on well.
10 "	14	22	2	8	4	1	38	About $\frac{2}{3}$ of contract done.
11 "	Not started.
12 "	12	...	2	2	...	12	Spreading metal, to wind up contract.
13 "	10	14	2	4	2	...	26	Lately started; getting on well.
14 "	8	12	2	6	3	...	22	About $\frac{2}{3}$ of contract done.
15 "	2	8	...	...	...	...	10	Lately started; no carting done.
16 "	4	10	...	4	1	2	14	Not much work done.
17 "	Not started.
19 "	13	21	2	8	4	...	41	About $\frac{2}{3}$ of contract done.
20 "	25	...	...	1	1	...	25	Forming road, no carting.
21 "	Not started.
22 "	10	14	2	8	4	...	26	Nearly half contract gone through.
TASK WORK.									
Cadell's Hill	4	...	1	...	4	Works nearly finished, except stone culverts.
Bombeardy Deviation, Tamboroora Road	10	...	...	2	1	...	10	Work clearing road and forming sideling.
MAINTENANCE.									
Day labor	6	...	...	...	...	...	6	
Maintenance metal	6	...	...	4	1	...	6	Small supply for Kangaroo Flat.
...	...	139	166	20	69	31	7	325	

P. MURRAY,
Superintendent.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MAIN SOUTHERN ROAD.

(PETITION FOR REPAIR OF PORTION—RESIDENTS OF BANKSTOWN, LANDSDOWN, BARKHUTS, &c.)

Ordered by the Legislative Assembly to be printed, 17 January, 1873.

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

The Petition of the undersigned Inhabitants of the Bark Huts, Liberty Plains, Bankstown, George's River, Landsdown Bridge, and Liverpool Road,—

HUMBLY SHOWETH :—

That your Petitioners beg to bring under the notice of your Honorable House the deplorable state of that portion of the Main Southern Road from Upper Bankstown, on the Liverpool Road, to Landsdown Bridge, and from thence to the town of Liverpool, a distance of six miles.

That for years past repeated representations have been made to the Government as to the urgent necessity of having this portion of the Main Southern Road repaired and metalled.

That so far back as 1863, Mr. Allan Macpherson, then representing Central Cumberland in your Honorable House, specially brought under the notice of the then Secretary for Public Works the almost impassable state of this road from Irishtown to Liverpool, a distance of eight miles, when a promise was given that the metalling of that portion of the road would be commenced and carried out as far as Landsdown Bridge, to meet the metalling there.

That this promise has not been fulfilled from 1863 to December, 1872, now nearly ten years, with the exception of extension of metalling to a distance of little more than a mile and a half.

That in 1868 Mr. John Lackey, the then and present Honorable Member for Central Cumberland, also brought under the notice of the Government the neglected state of this portion of the Main Southern Road, resulting in a similar promise.

That in 1869 a joint representation was made by Mr. Lackey and Mr. Samuel Lyons, then representing Central Cumberland in your Honorable House, as to the neglected state of this road, through whose zealous exertions a portion of the extension above alluded to was metalled in that year.

That for several years past the extension of metalling so performed extends from Irishtown for a distance of about a mile and a half, leaving nearly four miles to meet the metalling, at or near Landsdown Bridge, in a very bad state, almost impassable, causing your Petitioners and others great hardship, serious loss, inconvenience, and delay in endeavouring to carry on their ordinary traffic on this line of road from its long neglected state, and who have to pay a heavy tax for tolls levied and imposed by the Government whilst this portion of the Liverpool Road, so near the metropolis of New South Wales, and the principal outlet to the far interior, is sadly neglected.

Your Petitioners therefore humbly pray your Honorable House will be pleased to take their Petition into consideration, and look upon the long neglected state of this portion of the Main Southern Road as a subject deserving anxious and immediate consideration, and that your Honorable House will be pleased to recommend early attention thereto, and to grant such further and other relief to your Petitioners and the public as the nature and circumstances of the case may require, and as to your Honorable House shall seem meet.

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

[Here follow 155 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS UNDER TRUSTEES.

(SHEWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 27 January, 1873.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1873.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Northern Roads.						
						£
1	3	3	3	5	Road from Middle Harbour to Pittwater Road	75
2	3	3	3	16	" Manly Cove to Pittwater	240
3	...	...	4	13	" Waratah to Maitland	130
4	4	4	4	9	" Newcastle Municipality to Wallsend	90
5	5	5	5	13	" Wallsend to Maitland and Gosford Road at Cooran- bong	91
6	...	...	5	5	" Cooranbong Wharf to Dora Creek... ..	35
7	5	5	5	17	" Stockton to Raymond Terrace	119
8	5	5	5	5	" Stockton and Raymond Terrace Road to Saltash ...	35
9	4	4	2	31	" Raymond Terrace to Stroud	775
10	5	5	3	73	" Stroud, <i>viâ</i> Gloucester, to Tinonee	1,095
11	5	5	5	17	" Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River... ..	119
12	3	5	2	7	" Tinonee to Cundle	175
13	5	5	2	5	" Cundle to Jones' Island	125
14	5	5	5	12	" Tinonee to Bohnock	84
15	...	6	6	6	" Tinonee to Wingham Ferry	30
16	...	4	4	7	" Through Oxley Island	70
17	5	5	5	2	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	14
18	3	6	6	6	" Tinonee and Cundle Road to Wingham	30
19	5	5	5	11	" Wingham to Wherrol Flat, Dingo Creek	77
20	5	5	4	16	" Wingham, on the left bank of the Manning River, to Black Flat	160
21	5	5	5	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>viâ</i> Marlee Flat, to Bobin Flat	77
22	...	5	5	16	" Rolland's Plains to Upper Plains	112
23	5	5	5	4	" Rolland's Plains to Ballingara Wharf	28
24	5	5	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road (Miscal's Road) ...	21
25	5	5	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarence Town Road (Caswell's Road)	42
26	5	5	5	4	" Raymond Terrace and Stroud Road, <i>viâ</i> the Duck- hole Swamp, towards the Parading Ground ...	28
Carried forward						£ 3,877

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Northern Roads—continued.						
Brought forward						3,877
27	4	4	4	19	Road from Raymond Terrace, by east side of Williams River, to Clarence Town	190
28	3	3	3	8	" Raymond Terrace to Hinton	120
29	3	3	3	4	" Raymond Terrace and Hinton Road to Seaham	60
30	3	3	3	6	" Raymond Terrace, towards Maitland, to its junction with the Morpeth Road	90
31	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland	75
32	3	3	3	4	" Raymond Terrace and Maitland Road to Morpeth Municipality	60
33	5	5	5	6	" Raymond Terrace to Hexham	42
34	5	5	5	5	" Alnwick to Hexham	35
35	5	5	5	8	" Hexham to Fullerton Cove	56
36	2	2	2	4	" East Maitland Municipality to Oak Vale	100
37	3	3	2	14	" Oak Vale to the Broken-back Gap	350
38	2	2	3	5	" East Maitland, <i>viâ</i> Largs, to Dunmore Bridge	75
39	2	2	2	22	" Dunmore Bridge to Paterson and Gresford	550
40	3	3	3	16	" Dunmore Bridge to Seaham and Clarence Town	240
41	5	4	4	13	" Paterson and Gresford Road to Clarence Town and Dungog Road	130
42	2	2	2	6	" Clarence Town, towards Dungog, to south boundary of J. D. Walker's 1,280 acres	150
43	2	2	2	8	" South boundary of J. D. Walker's 1,280 acres to Dungog	200
44	4	4	4	17	" Gresford to Eccleston	170
45	4	4	4	12	" Gresford to Lowstock	120
46	3	3	3	9	" Largs, <i>viâ</i> Toccal, to Paterson	135
47	3	3	3	6	" West Maitland to Dunmore	90
48	4	4	4	3	" The north boundary of West Maitland Municipality, up the right bank of Hunter's River	30
49	2	2	2	4	" Morpeth Municipality, <i>viâ</i> Hinton Punt, to Dunmore and Seaham Road	100
50	4	4	4	4	" Dunmore and Seaham Road, <i>viâ</i> Butterwick, to Dunn's Creek	40
51	2	2	2	3	" West Maitland, <i>viâ</i> Louth Park, to East Maitland and Brisbane Water Road	75
52	5	5	5	15	" West Maitland to Mulbring Creek	105
53	...	5	5	17	" The Maitland and Paterson Road within L. Harris's 1,114 acres to Luskintyre	255
54	5	5	5	10	" Lochinvar, <i>viâ</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>viâ</i> Kaloudah	70
55	5	5	5	7	" Deep Creek to Allandale Railway Station	49
56	3	3	2	5	" Morpeth Municipality to Four-mile Creek	125
57	4	4	4	2	" Morpeth Municipality to Largs	20
58	...	5	5	4	" Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp	28
59	5	5	5	4	" Morpeth Punt, through Phoenix Park, to Largs	28
60	5	5	5	9	" Clarence Town to Half-way House on Raymond Terrace and Stroud Road	63
61	5	5	5	8	" Clarence Town, <i>viâ</i> Glen William to Clarence Town and Dungog Road, at south boundary of J. D. Walker's 1,280 acres	56
62	3	3	3	8	" Dungog to Chichester River	120
63	5	5	5	15	" Dungog and Chichester Road to Underbank	105
64	5	5	5	6	" Dungog to Fosterton	42
65	5	5	5	15	" Dungog to Stroud	105
66	5	5	5	14	" Upper Myall to Bullahdelah	98
67	5	5	5	13	" Dungog and Stroud Road to Monkerai	91
68	4	3	3	23	" The Broken-back Gap, <i>viâ</i> Wyee, to Wyong Creek	345
69	3	3	3	13	" Wyong Creek to Gosford	195
70	5	5	5	8	" Gosford to Kincumber	56
71	...	...	3	8	" Erina Creek, near East Gosford, to Long's Grant	120
72	5	5	5	10	" Wyong Creek to Bumble Hill	70
73	5	5	5	10	" Bumble Hill to the Blood-tree	70
74	5	5	5	6	" The Blood-tree to Mangrove Creek, at Pemberton's Hill	40
75	5	5	5	21	" Bullock Wharf to upper part of Mangrove Creek	147
76	...	3	3	13	" The Dividing Range to Wollombi	195
Carried forward						£ 9,758

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Northern Roads—continued.						£
					Brought forward	9,758
77	5	5	5	4	Road from Town of Ellalong to Main Road from Maitland to Wollombi	28
78	5	5	5	11	Wollombi Road to Congewai	77
79	5	5	5	29	Wollombi to Warkworth	203
80	5	5	5	60	Wollombi and Warkworth Road to Colo River (Bulga Road)	420
81	5	5	5	44	Wollombi to Wiseman's Ferry	308
82	...	5	5	12	Wiseman's Ferry, <i>via</i> Shepherd's Gully, to St. Alban's	84
83	5	5	5	10	St. Alban's, through Wallambine Common	70
84	5	5	5	15	St. Alban's, up the M'Donald River, to Melon Creek, and up that Creek	105
85	4	4	4	3	Wiseman's Ferry Road into Parish of North Colah	30
86	...	3	3	20	Main Northern Road, near West Maitland, <i>via</i> Cessnock, to the Dividing Range	300
87	2	2	2	1	Tomago Crossing-place to Railway Station at Hexham	25
88	4	4	4	7	Main Northern Road, near Anvil Creek, to Glendon Brook	70
89	4	4	4	4	Anvil Creek and Glendon Brook Road to Stanhope	40
90	5	5	5	14	Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	98
91	5	5	5	11	Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton	77
92	3	3	3	12	Main Northern Road, near Munnimba Brook, to Warkworth	180
93	...	...	5	20	Singleton to Goorangoolla	140
94	4	3	3	4	Singleton, <i>via</i> Abbey Green, towards Bulga Road	60
95	5	5	5	11	Wittingham Reserve to Broke, Wollombi Brook	77
96	5	5	5	5	Singleton and Jerry's Plains Road to Warkworth	35
97	2	2	2	15	Muswellbrook to Merton	375
98	5	5	5	39	Scone to Merriwa	273
99	...	5	5	34	Scone to Denison Diggings, at Moonan	238
100	5	5	5	8	Box-tree Flat to Blandford	56
101	6	6	6	70	Manilla, <i>via</i> Barraba, to Bingera	350
102	5	5	5	25	Bingera to Warialda	175
103	5	5	5	69	Armidale Municipality to Inverell	483
104	5	5	3	55	Main Northern Road, at Bendemeer, to Bundarra	825
105	5	5	3	30	Bundarra to Inverell	450
106	...	...	5	18	Inverell to the M'Intyre River	126
107	4	4	4	4	Main North Road, at Uralla, to the Rocky River	40
108	5	5	5	25	Frederickton to Macleay River Heads	175
109	5	5	4	10	West Kempsey to Darkwater Creek	100
110	...	...	3	11	Fernmount to Never Never	165
111	...	4	4	18	Grafton to Smith's Flat	180
						£ 16,196
Western Roads.						
1	2	...	2	3	Main Western Road to Canterbury	75
2	4	4	2	2	Main Western Road to Railway Station at Haslem's Creek	50
3	3	3	3	6	Main Western Road, near Parramatta, to Main Southern Road (Dog-trap Road)	90
4	5	5	4	3	Irish Town to Haslem's Creek Railway Station	30
5	3	3	1	2	Main Western Road, at Burwood, to Main Southern Road	100
6	4	4	4	5	Main Southern Road, near Burwood, over Cook's River, into Parish of St. George	50
7	5	5	5	2	Main Western Road to Government Wharf at Longbottom	14
8	4	4	4	2	Kenyon's Bridge, towards Cabramatta, to boundary of Liverpool Municipality	20
9	5	5	5	2	Longbottom to Breakfast Point	14
Carried forward						£ 443

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Western Roads—continued.						£
					Brought forward	443
10	2	3	3	13	Road from North Willoughby Municipality to Pennant Hills	325
11	2	2	2	3	" Parramatta to Ryde	75
12	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
13	2	2	2	1	" Parramatta and Ryde Road to Pennant Hills Wharf	25
14	3	3	3	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	150
15	3	3	3	3	" Main Western Road towards Parramatta River (Concord Road)	45
16	2	2	2	4	" Parramatta to Pennant Hills	100
17	5	5	5	8	" Main Western Road, near St. Mary's, to Orphan School Road	56
18	5	5	5	8	" Do. do. to Blacktown Road	56
19	5	5	5	12	" Do. near Penrith, to Richmond	84
20	4	4	4	15	" Do. do. to Bringelly Cross Roads	150
21	4	4	4	6	" Bringelly Cross Roads to the Road from the Main Southern Road, to Cobbitty	60
22	4	4	4	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural	110
23	5	5	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
24	4	4	4	19	" Parramatta to Windsor	190
25	2	2	2	5	" Windsor Road to Pitt Town Punt	125
26	2	2	2	1	" Windsor Road to Mulgrave Railway Station	25
27	...	...	2	3	" Windsor Road to Riverstone Railway Station	75
28	4	4	4	4	" Parramatta and Windsor Road, through Pitt Town Bottoms	40
29	5	5	5	4	" Broken-back Bridge to Pennant Hills	28
30	4	4	4	20	" Pitt Town to Wiseman's Ferry	200
31	5	5	5	5	" Pitt Town Punt to Churchill's Wharf	35
32	4	4	4	5	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road	50
33	5	5	5	9	" Enfield to Windsor Punt	63
34	5	5	5	6	" Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
35	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach	14
36	5	5	5	8	" Churchill's Wharf to mouth of Colo River	56
37	5	5	5	5	" Windsor to Richmond	35
38	3	3	3	3	" Windsor to Cornwallis	45
39	4	4	4	3	" Richmond to Richmond Bottoms	30
40	5	5	5	2	" Windsor to Blacktown Road	30
41	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge	28
42	3	3	3	2	" Richmond to New Bridge	30
43	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
44	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
45	5	5	5	6	" Blacktown Road to Windsor Road	42
46	3	3	3	12	" Penrith, <i>via</i> Castlereagh, to Richmond	180
47	4	4	4	10	" Richmond Bridge to top of the Big Hill (Kurrajong)	100
48	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong.	63
49	5	5	5	40	" The Big Hill (Kurrajong) to Mudgee Road, near Bowenfells (Bell's Line)	280
50	5	5	5	3	" Wood's Falls to Road from Richmond Bridge to Kurrajong	21
51	5	5	5	12	" Penrith, <i>via</i> Regentville and Mulgoa, to Greendale	84
52	...	5	5	2	" Penrith and Greendale Road, at Mulgoa Church, to the Penrith and Bringelly Road	14
53	4	4	4	10	" Main Western Road, at Little Hartley, to Ganbenang Swamp	100
Carried forward						£ 4,209

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Western Roads—continued.						£
					Brought forward	4,209
54	5	6	6	30	Road from 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) ...	150
55	4	4	4	5	" Hartley to Blaxland's Swamp	50
56	5	5	5	7	" Blaxland's Swamp to Antonio's Creek (part of Old Bathurst Road)	49
57	4	4	4	30	" Hartley, <i>via</i> Glenroy and Bindo Flats, to Fish River Creek Bridge, near Oberon	300
58	6	6	6	10	" Mudgee Road, near Middle River, to Main Western Road at Meadow Flat	50
59	5	4	4	18	" Mudgee Road to Rylstone	180
50	5	5	5	40	" Cudgong Municipality to Cassilis	280
61	5	5	5	22	" Cudgong Municipality to Rylstone	154
62	5	5	2	14	" Cudgong Municipality to Hargraves	350
63	5	5	5	20	" Cudgong Municipality, near Grattai, <i>via</i> Windeyer and Upper Pyramul, to the Sally's Flat and Tabrabucca Road, at Suttor's 640 acres ...	140
64	3	4	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road..	700
65	4	4	4	4	" Peel to junction of Kelso and Sofala Road..	40
66	5	5	3	9	" Limekilns Road to Palmer's Oakey Road	135
67	5	5	5	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	63
68	5	5	4	12	" Sofala to Palmer's Oakey Creek	120
69	...	5	5	18	" Sally's Flat to Hargraves	126
60	...	5	5	7	" Lower Turon and Tambaroora Road, near Sally's Flat, to Grattai and Tabrabucca Road, at G. Suttor's 640 acres	49
71	5	5	3	4	" Bathurst Road, at Kirkconnell, to Mitchell's Creek Quartz Reefs	60
72	...	6	5	12	" Mitchell's Creek Quartz Reefs, towards Palmer's Oakey	84
73	5	5	5	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest...	154
74	5	5	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
75	5	5	5	2	" Bathurst and Ophir Road, <i>via</i> Rankin's Bridge, to Kelloshiel	14
76	5	5	5	12	" Bathurst and Ophir Road, near Stewart's, at Moulder's 333 acres, <i>via</i> Emu Swamp, to Orange and Ophir Road	84
77	5	5	5	8	" Bathurst and Caloola Road to Limekilns	56
78	5	5	5	20½	" Rockley to the Isabella River	140
79	...	5	5	18	" Bathurst and Cowra Road, <i>via</i> Grubbenbong Creek, to the Abercrombie River	126
70	4	5	5	30	" Carcoar to Canowindra	210
81	5	5	5	12	" Orange to Icely, <i>via</i> Byng	84
82	...	5	5	6	" Guyong, <i>via</i> Byng, to Tom's, on the Orange and Icely Road	42
83	5	5	5	44	" Cowra to Young	308
84	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp ...	130
85	...	4	4	13	" Tea-pot Swamp to Carcoar	130
86	4	4	4	30	" Bathurst, by Gorman's Hill and Lagoon, to Campbell's River	300
87	5	5	5	11	" Mutton's Falls to Fish River Creek Bridge, near Oberon	77
88	5	5	5	8	" O'Connell's Plains, <i>via</i> Alick's Swamp, to Wiseman's Creek	56
89	...	...	5	9	" Peel to Duramana	63
80	5	5	5	20	" Oberon to Swatchfield	140
91	6	6	6	50	" Orange to Nanima	250
92	5	5	5	16	" Stony Creek to Burrendong	112
93	5	5	5	27	" Stony Creek to Wellington	189
						£ 10,031

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Southern Roads.						
						£
1	2	2	2	4	Road from Sydney to Botany Bay (Mudbank Road) ...	100
2	4	4	4	2	" Mudbank Road to Botany Bay (Gardner's Road)	20
3	4	4	4	2	" Mudbank Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road ...	20
4	2	2	2	3	" Mudbank Road to Banks' Meadow (Bunnerong Road) ...	75
5	4	4	4	2	" Banks' Meadow, <i>via</i> Lord's and Handcock's, to the Bunnerong Road, near the Tannery ...	20
6	4	4	4	3	" Undercliff Bridge to George's River Road ...	30
7	3	3	3	2	" Newtown Road, near the Church, to the Botany Road ...	30
8	2	2	2	6	" Cook's River Dam to Rocky Point (Rocky Point Road) ...	150
9	2	2	2	8	" Rocky Point Road, near Dam, to George's River (Forest Road) ...	200
10	3	3	3	4	" Rocky Point Road to George's River, at Tom Ugly's Point (Koggerah Road) ...	60
11	...	...	4	4	" Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road) ...	40
12	5	5	5	3	" Main Southern Road, near Irishtown, to George's River Old Road ...	21
13	3	3	2	2	" Smithfield to Fairfield Railway Station ...	50
14	4	4	4	6	" Main Southern Road to Saltpan Creek (Punchbowl Road) ...	60
15	...	...	3	10	" Canterbury, <i>via</i> Saltpan Creek, to George's River	150
16	4	4	4	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road) ...	100
17	...	...	4	8	" Liverpool, <i>via</i> Holdsworthy, to Illawarra Road ...	80
18	6	6	6	10	" Main Southern Road to Campbelltown ...	50
19	4	5	5	6	" Campbelltown to Menangle ...	42
20	4	4	4	4	" Menangle to Main South Road, at foot of Razorback	40
21	4	5	5	12	" Menangle to Picton ...	84
22	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road ...	40
23	4	4	4	10	" Main Southern Road, at Carne's Hill, towards Bringelly ...	100
24	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court ...	21
25	5	5	5	7	" Main Southern Road to Cobbitty ...	49
26	3	3	3	2	" Main Southern Road at Narellan, through Orielton, to Liverpool and Cobbitty Road ...	30
27	...	...	6	4	" Great Southern Road, near Raby, to the Campbelltown Road ...	20
28	5	5	5	8	" Cobbitty to Matavai, Westwood, and Vermont ...	56
29	5	5	5	15	" Main South Road at Camden towards Burratorang	105
30	5	5	5	3	" Main South Road at Cawdor to Westbrook Bridge	21
31	5	5	5	4	" Lefevre's to Brownlow Hill ...	28
32	5	5	5	8	" the Road over the new Bridge across Mount Hunter Creek, at its junction with the Brownlow Hill Road, to Mulgoa Forest ...	56
33	3	3	3	5	" Picton to the top of Long Gully ...	75
34	3	3	3	10	" Campbelltown to Appin ...	150
35	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin ...	70
36	4	4	4	4	" Broughton's Pass to Wilton ...	40
37	5	3	3	9	" Broughton's Creek to Kangaroo Ground ...	135
38	2	2	2	5	" Appin and Mount Keira Road, <i>via</i> Douglass Park Railway Station, to Menangle Road ...	125
39	4	4	4	4	" Appin to Broughton's Pass ...	40
40	1	2	2	5	" North boundary of North Illawarra Municipality, <i>via</i> Bulli and Westmacot's Pass towards Appin, to the top of the Mountain ...	125
41	3	3	3	15	" Top of the Mountain, near Westmacot's Pass, to Appin ...	225
Carried forward ...						£ 2,933

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Southern Roads—continued.						
Brought forward						2,933
42	...	4	4	29	Road from Top of the Mountain, near Westmacot's Pass, <i>via</i> Bottle Forest, to George's River Punt	290
43	...	...	5	6	" The Bulli and Westmacott's Pass Road to the Coal Cliff	42
44	...	5	5	24	" Throsby Park, <i>via</i> Cambewarra, to Illaroo and Bomaderry Ferry Road...	168
45	...	6	6	80	" Bomaderry Ferry, <i>via</i> Nowra, Tomerong, and Ulladulla, to Durras Lake	400
46	...	4	4	17	" Bateman's Bay to Mullenderrie Cross Roads	170
47	4	4	4	5	" Nowra to boundary of Numba Municipality	50
48	5	6	5	75	" Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
49	5	5	5	9	" Nowra Municipality to Burriar	63
50	...	...	3	2	" Eastern boundary of Nowra Municipality through Terrara to Greenwell Point Road	30
51	5	5	5	8	" Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
52	4	4	4	9	" Main Southern Road, near Little Forest, to the crossing of the Bowral and Kangaloon Road	90
53	...	...	3	3	" Blenkinsop's, on Throsby Park and Robertson Road, to First Creek, on the Cedar Mountain Road...	45
54	...	5	5	5	" The crossing of the Bowral and Kangaloon Road, <i>via</i> Bong Bong and Sutton Forest, to the Burrowang Road	35
55	...	2	2	8	" Burrowang Road to the Cross Roads, <i>via</i> Mossvale Station	200
56	3	3	3	4	" Berrima to Railway Station at Sutton Forest	60
57	5	5	5	10	" Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
58	5	5	5	10	" The Cross Roads at Sutton Forest to east boundary of H. H. M'Arthur's 3,140 acres	70
59	3	3	3	2	" The Old Southern Road, at Mittagong, near Burke's, to the Main Southern Road, near the Old Fitz Roy Inn	30
60	5	5	4	4	" Village of Robertson, <i>via</i> Kangaloon, to top of Alcorn's Hill	40
61	...	5	3	5	" The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality	75
62	4	4	4	7	" Top of Alcorn's Hill to Robertson Park	70
63	5	5	3	12	" The Kangaloon and Bowral Road, at Robertson Park, to the western boundary of Central Illawarra Municipality, near Mount Murray	180
64	4	4	4	3	" Hoddle's Track, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres	30
65	...	4	4	36	" Goulburn Municipality, <i>via</i> Taralga, to Richlands...	360
66	5	5	5	13	" Goulburn to Upper Tarlo	91
67	4	4	4	17	" Goulburn to Bungonia	170
68	...	5	5	15	" Goulburn Municipality, <i>via</i> Mummell, to Pomeroy	105
69	...	...	5	15	" Gullen, <i>via</i> Crookwell, to Laggan	105
70	5	5	5	7	" M'Cormack's or Wells' Creek to Paddy's River (part of Old Southern Road)	49
71	5	5	5	36	" Wheeo to Burrowa	252
72	4	4	4	27	" Burrowa to Young	270
73	5	5	5	72	" Young, <i>via</i> Weddin Police Station, Grenfell, and Boga Bogalong, to Forbes	504
74	4	4	4	15	" Main Southern Road, at Breadalbane Plain, to Collector	150
75	4	4	4	15	" Gunning to Collector	150
76	5	5	5	9	" Collector to Third Breadalbane Plain	35
77	5	5	5	15	" Ginindera to Gundaroo	105
78	3	3	3	16	" Collector to Gundaroo, <i>via</i> Big Hill and marked tree line	240
79	...	...	5	16	" Collector to Gundaroo, <i>via</i> Lake George	112
80	...	5	5	34	" Queanbeyan to Morumbateman	238
81	...	...	5	27	" Braidwood to Molonglo (Cole's Line)	189
82	...	4	4	7	" Yass to Mundoonan...	70
83	...	...	5	16	" Yass to Woolgarlo	112
Carried forward						£ 9,029

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Southern Roads—continued.						£
Brought forward						9,029
84	5	5	3	20	Road from Goulburn and Braidwood Road, <i>via</i> Bangalore Gap, towards Lake George	300
85	5	5	5	17	” Bungendore, <i>via</i> Molonglo, to the Queanbeyan and Bungendore Road	119
86	4	4	4	23	” Queanbeyan to Gundaroo	230
87	5	5	5	16	” Queanbeyan to Lanyon Ford	112
88	...	...	5	50	” Cooma to Kiandra	350
89	...	5	5	16	” Cobargo to Bermaguel	112
80	2	2	2	12	” Eden to Panbula	300
91	5	5	5	16	” Eden to Sturt	112
92	...	2	5	10	” Araluen and Moruya Road, <i>via</i> Kiara, to Moruya... ..	70
93	5	5	5	4	” Moruya to the Heads	28
94	4	4	4	9	” Braidwood to Sergeant's Point (Little River)	90
95	4	4	4	8	” Sergeant's Point (Little River) to Clyde Road	80
96	5	5	5	30	” Main Southern Road, at Little Billabong, to Tumberumba	150
						£ 11,082

SUMMARY OF PROPOSED DISTRIBUTION :—

	£
Northern Roads	16,196
Western Roads	10,031
Southern Roads	11,082
TOTAL	<u>£37,309</u>

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

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

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS.

(UNDER OFFICERS OF ROADS DEPARTMENT.)

Ordered by the Legislative Assembly to be printed, 27 January, 1873.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1873.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Northern Roads.						
						£
1	4	4	2	2	Road from Manly Cove to Balgowlah	50
2	3	3	3	28	" Singleton to Denman	420
3	3	3	3	44	" Denman to Merriwa... ..	660
4	3	2	2	27	" Merriwa to Cassilis	675
5	5	5	5	28	" Main Northern Road to Nundle, Hanging Rock, and Peel River Gold Fields	196
6	6	6	6	50	" Main North Road, <i>via</i> Currabubula, to Tamworth	250
7	4	4	4	130	" Willow-tree to Narrabri	1,300
8	4	4	3	25	" Tamworth to Manila	375
9	4	3	1	60	" Armidale to Glen Innes	3,000
10	2	2	1	40	" Glen Innes to Inverell	2,000
11	3	3	3	135	" Armidale to Grafton	2,025
12	5	5	5	38	" Armidale to Walcha	266
13	4	4	4	120	" Walcha to Port Macquarie	1,200
14	5	3	3	60	" Kempsey to Armidale and Grafton Road	900
15	2	2	2	35	" Port Macquarie to Kempsey	875
16	...	5	5	6	" Port Macquarie to Tacking Point	42
17	5	4	4	56	" Cundle to Port Macquarie	560
18	...	5	5	60	" Kempsey to Bellinger River	420
19	2	2	1	112	" Lawrence to Tenterfield	5,600
20	5	5	2	54	" Glen Innes to Tenterfield	1,350
21	5	5	2	45	" Tenterfield to Maryland	1,125
22	4	4	4	65	" Grafton to Casino	650
23	4	3½	2	47	" Casino to Ballina	1,175
24	...	...	2	54	" Richmond River to the Tweed	1,350
						£ 26,464
Western Roads.						
1	5	5	5	13	Road from Bell's Line to Colo River (Comleroy Road)	91
2	2	2	2	11	" Bathurst to O'Connell's Plains	275
3	4	4	3	16	" O'Connell's Plains, <i>via</i> Eight-mile Swamp and Oberon, to Fish River Creek	240
4	5	2	1	42	" Bathurst, <i>via</i> Kellosiel and Monkey Hill, to Tambaroora and Hill End	2,100
5	5	3	3	20	" Sally's Flat, <i>via</i> Upper Pyramul, to Tabrabucca	300
6	...	...	1	25	" Hill End, <i>via</i> Tambaroora, to Hargraves	1,250
7	4	4	4	35	" Bathurst to Ophir	350
8	3	2	2	27	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon	675
9	4	4	4	15	" Sofala to Mudgee Road	150
10	...	2	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tam- baroora Road, at Monkey Hill	600
11	5	5	5	16	" Rockley to Caloola and Tuena Roads	112
12	4	4	1	16	" Bathurst and Caloola Road to Rockley	800
Carried forward						£ 6,943

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Western Roads—continued.						
					Brought forward	£ 6,943
13	2	2	2	38	Road from Bathurst to Caloola and Trunkey Gold Field	950
14	5	5	3	15	" One Eye to Tuena	225
15	5	5	3	25	" Orange to Carcoar	375
16	5	5	5	12	" Orange to Ophir	84
17	3	3	3	38	" Orange to Stony Creek	570
18	4	4	3	63	" Orange, by Boree, to Forbes	945
19	5	5	5	40	" Molong to Obley	280
20	6	6	6	22	" Molong to Stony Creek	110
21	3	3	2	30	" Cowra to Grenfell	750
22	6	4	5	70	" Cudgegong Municipality to Dubbo	490
						£ 11,722
Southern Roads.						
1	...	1	1	5	Road from Campbelltown to Narellan	250
2	2	3	3	11	" Main Southern Road, at Fitz Roy Mines, <i>via</i> Bowral, to Robertson Park	165
3	...	2	2	21	" Old South Road, at Throsby Park, <i>via</i> Robertson and Vidler's, to Kiama Municipality	525
4	4	4	4	6	" the top of Long Gully to Burragorang Road, near Vanderville	60
5	5	5	5	10	" Mulgoa Road, near Vanderville, to top of Burragorang Mountain	70
6	3	3	3	2	" top of Burragorang Mountain towards P. Martin's 845 acres	30
7	...	5	5	20	" Marulan to Jacqua	140
8	...	...	1	10	" Goulburn Municipality to Mount Wayo	500
9	...	...	2	52	" Mount Wayo, <i>via</i> Pejar Creek, Crookwell, and Binda, to Tuena	1,300
10	...	...	2	18	" Mount Wayo, <i>via</i> Laggan, to Peelwood	450
11	...	...	4	20	" Peelwood, <i>via</i> Tuena, to the Abercrombie River	200
12	...	2	2	22	" Goulburn Municipality, <i>via</i> Pomeroy, to Gullen Range	550
13	...	4	4	17	" Gullen Range, <i>via</i> Grabben Gullen Village, to Wheeo	170
14	5	5	5	12	" Wheeo to Binda	84
15	5	4	6	50	" Gunning to Burrowa	250
16	5	6	3	30	" Main Southern Road, at Sharpening Stone Creek, to Boorowa	450
17	...	...	3	53	" Goulburn and Braidwood Road, near Doughboy Hill, <i>via</i> Bungendore and Gundaroo, to junction with Main South Road, three miles east of Yass	795
18	2	3	2	35	" Braidwood to Nelligen—Clyde Road	875
19	...	6	6	11	" Bateman's Bay to Durras Lake	55
20	2	2	2	16	" Braidwood, <i>via</i> Dirty Butter Creek, to Araluen	400
21	2	2	2	36	" Araluen to Moruya	900
22	3	3	3	16	" Moruya to Bodalla	240
23	...	3	3	10	" Braidwood to Elrington	150
24	5	5	5	8	" Elrington to Araluen	56
25	3	3	3	12	" Monga to Major's Creek, "Elrington"	180
26	4	4	3	4	" Monga and Major's Creek Road, at Reidsdale, to Bell's River	60
27	...	...	1	67	" Queanbeyan to Cooma	3,350
28	5	5	5	57	" Cooma to Bombala	399
29	2	2	2	43	" Cathcart, <i>via</i> Tantawangalo, to Merimbula	1,075
30	2	2	2	53	" Bombala, <i>via</i> Wyndham and Panbula, to Merimbula	1,325
31	2	2	2	6	" Panbula to Wolumla	150
32	5	5	5	25	" Bombala to Delegate	175
33	5	5	5	12	" Merimbula to Jellatt Jellatt	84
34	4	4	4	10	" Bega, <i>via</i> Jellatt Jellatt, to Tathra	100
35	...	3	2	12	" Bega to Wolumla	300
36	...	5	5	56	" Bega to Bodalla	392
37	5	5	5	80	" Wagga Wagga to Young, <i>via</i> Cootamundry and Wallanbeen	560
38	4	4	3	12	" Wallanbeen to Murrumburrah	180
39	2	2	2	59	" Bowning to Young, <i>via</i> Binalong	1,475
40	2	2	2	20	" Gundagai to Tumut	500
41	5	5	5	11	" Tumut to Brungle	77
42	2	2	2	14	" Tumut to Adelong	350
43	5	5	5	48	" Gundagai to Wagga Wagga, "North side of River"	336
Carried forward						£ 19,733

No.	Class.			Length in Miles.		Proposed Expenditure.
	1871.	1872.	1873.			
Southern Roads—continued.						£
Brought forward						19,733
44	2	2	2	11	Road from Town of Adelong to Middle Adelong	275
45	2	2	2	13	” Main Southern Road to Adelong	325
46	4	4	4	7	” Downing’s Inn, at Gilmore Creek, to Reily’s Crossing, at Adelong Creek	70
47	2	2	2	25	” Main Southern Road, at Tarcutta, to Wagga Wagga	625
48	5	5	5	60	” Wagga Wagga to Narandera	420
49	6	6	6	180	” Wagga Wagga to Deniliquin	900
50	2	3	3	36	” Albury Municipality to Corowa	540
51	5	5	5	94	” Corowa to Deniliquin	658
52	5	4	3	77	” Albury Municipality to Wagga Wagga	1,155
53	...	6	6	100	” Twelve-mile Creek to Wallaragang	500
54	5	5	5	50	” Deniliquin to Moama	350
55	...	6	5	80	” Albury Municipality to Urana	560
56	...	...	4	80	” Municipality of Hay to Municipality of Deniliquin	800
						£ 26,911

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

	£
Northern Roads	26,464
Western Roads...	11,722
Southern Roads	26,911
TOTAL	£ 65,097

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(EXPENDITURE ON, FROM WILLOW-TREE TO NARRABRI, AND FROM TAMWORTH TO BARRABA.

Ordered by the Legislative Assembly to be printed, 8 April, 1873.

2. MR. BENNETT to ask THE SECRETARY FOR PUBLIC WORKS,—The amount of money expended on the Roads from Willow-tree to Narrabri, and from Tamworth to Barraba, for the year 1872, stating where expended, and the respective amounts expended at each place?

TAMWORTH TO MANILLA, 1872.

Where expended.	Amount.	When expended.
D. Dowe's to Moore's Creek	£ 48 2 0	August.
Do. do.	73 11 4	March.
Towards Bridge at Brown's Spring	128 6 8	Not yet paid.
	£ 250 0 0	

MANILLA TO BARRABA AND BINGERA, 1872.

£350 handed to Trustees for expenditure.

ROAD, WILLOW-TREE TO NARRABRI.

RETURN as to Expenditure for 1872.

Where expended.	Amount.	When expended.
	£ s. d.	
<i>At Colly Creek</i> —Bridge, metalling, culverts, drains	697 7 3	1 January to 6 April.
<i>Cox's Creek</i> —Repairing metalled approaches, &c.	3 0 0	August to October.
<i>Road through Gunnedah</i> —Repairing, metalling, &c.	4 8 8	"
<i>Terriaro to Narrabri</i> —Building culvert, forming, gravelling, &c.	36 0 0	"
<i>Jordan's Sideling</i> —Maintenance metal	32 16 0	September.
<i>Terriaro Bridge and Approaches</i> —Repairing	2 0 0	December.
<i>Narrabri Road Contract for 1872</i> —		
Metalling N. and S. of Colly Creek Bridge ... ..	.....
Road through Breeza ... ..	.....
Approaches to Bridges, Deadman's Swamp ... ..	.....
Near corner of Gullendaddy fence... ..	.....
Approaches to Bridge, Cox's Creek ... ..	.....
The Rock ... ..	.....
Grover's Lane ... ..	.....
The Oak Scrub ... ..	.....
Interval next to Narrabri ... ..	.....
Road through Narrabri	628 16 5	30 Oct. to 16 Mar., 1873.
<i>Taskworks let with above Contract</i> —		
Screwing up Bridges, Breeza, Deadman's Swamp and Cox's Creek. ... ..	.....
Repairs to old Culvert at Narrabri	19 0 0	
Charged against Road for superintendence	102 14 0	For the whole year.
Maintenance labour	101 6 8	"
	£ 1,627 9 0	
Of which there remains to be returned for, after final inspection of Contract for 1872, a sum of	152 7 5	
	£ 1,475 1 7	

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CESSNOCK ROAD.

(EMPLOYMENT OF RELATIVES OF TRUSTEES ON.)

Ordered by the Legislative Assembly to be printed, 17 April, 1873.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 4th April, 1873, That there be laid upon the Table of this House,—

“Copies of all Correspondence, Minutes, and all other documents in possession of the Government, in reference to the employment of relatives of Trustees, or of other persons in authority, on the road from West Maitland to Cessnock, or from West Maitland *via* Cessnock, to the Dividing Range, from 1st September, 1871, to the present date.”

(Mr. Burns.)

SCHEDULE.

NO.	PAGE.
1. Mr. T. O'Brien to Commissioner for Roads, complaining of Messrs. G. Carroll and S. Apthorpe (two Trustees) employing their own relatives on the road	2
2. Under Secretary for Public Works to Mr. T. O'Brien, informing him that it is necessary for the gentlemen named to resign the office of Trustees for the road	2
3. Mr. T. O'Brien to Under Secretary for Finance and Trade, informing him of Mr. S. Apthorpe's resignation	2
4. Mr. S. Apthorpe to Mr. T. O'Brien, resigning the office of Trustee	2
5. Under Secretary for Public Works to Mr. S. Apthorpe, accepting his resignation	2
6. Under Secretary for Public Works to Under Secretary for Finance and Trade, informing him of Mr. S. Apthorpe's resignation from the office of Trustee	3
7. Mr. T. O'Brien to Under Secretary for Finance and Trade, informing him of the resignation of Mr. George Carroll as Trustee for the road	3
8. Mr. G. Carroll to Mr. T. O'Brien, resigning the office of Trustee for the road	3
9. Under Secretary for Public Works, informing Under Secretary for Finance and Trade of the acceptance of Mr. G. Carroll's resignation as Trustee for the road	3
10. Under Secretary for Public Works to Mr. G. Carroll, accepting his resignation as Trustee for the road	3
11. Mr. W. Price to the Commissioner for Roads, complaining of Mr. Sheridan, an overseer of the Maitland District Council, employing his relatives to the exclusion of all others	4
12. The Under Secretary for Public Works to the Secretary of Maitland District Council, inquiring if the charges made by Mr. W. Price are correct	4
13. Mr. Hughes (Secretary for Maitland District Council) to Under Secretary for Public Works, explaining that J. Sheridan was engaged as overseer, but that he had no power to employ his son, who was engaged to work on the road by the Commissioners for the Road, and that Sheridan's nephew was not at work	4
14. Under Secretary for Public Works to Mr. W. Price, informing him that the son of John Sheridan was employed by the Commissioners for the road, who alone had power to do so; and that Sheridan's nephew was not at work; and further, that the Department could not interfere, as the Council is a responsible body	4
15. Mr. W. Price to Hon. Minister for Works, complaining of the improper expenditure of the money on the road	5

CESSNOCK ROAD.

No. 1.

MR. T. O'BRIEN TO THE COMMISSIONER FOR ROADS.

Bishop's Bridge,
15 September, 1871.

SIB,

I am in receipt of your circular; and in reply I beg to inform you, under the 10th paragraph of the circular, I think it necessary to point out to you there are two members of our Trust, namely, George Carroll and Samuel Apthorpe, have relatives at present working on the road. The former has his son-in-law, and the latter a stepson, both living apart from their relatives. Be so kind as to inform us what steps we are to take regarding the matter?

I have, &c.,
T. O'BRIEN,
Secretary to Trust.

There are six Trustees. I think these two gentlemen should be called on to resign, or not give any more work to their relatives.—W.C.B., 30/9/71. Under Sec., B.C. To resign, if true.—J.B., 3/10/71. Mr. T. O'Brien.—4/10/71.

No. 2.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MR. T. O'BRIEN.

Sydney, 4 October, 1871.

SIB,

In reference to your letter of the 15th ultimo, respecting the employment of relatives of two of the Trustees for Road from Main Northern Road, near West Maitland, *via* Cessnock, to the Dividing Chain, I am directed by the Hon. Secretary for Public Works to inform you, that under the circumstances it appears incumbent on the gentlemen named to forward their resignations as Trustees of the Road referred to.

I have, &c.,
JOHN RAE.

No. 3.

MR. T. O'BRIEN TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Bishop's Bridge,
24 October, 1871.

SIB,

Mr. Samuel Apthorpe has sent me his resignation as member of the Bishop's Bridge Road Trust. I enclose and forward herewith the same to you.

I have, &c.,
T. O'BRIEN,
Secretary to Trust.

The Under Secretary for Public Works, B.C., 27/10/71.—J.F. (for U.S.) Resignation might be accepted, and Treasury so informed. It is perhaps unnecessary, as there are still five Trustees, to take any steps to fill the vacancy.—W.C.B., 3/10/71. Under Sec., B.C. Not necessary to fill up. Inform Treasury.—J.R., 31/10/71. Mr. Samuel Apthorpe and Treasury.—1/11/71.

No. 4.

MR. S. APTHORPE TO MR. T. O'BRIEN.

Bishop's Bridge,
20 October, 1871.

SIB,

In compliance with printed circular, containing instructions for Road Trusts, and in reference to paragraph 10—having a relative at work under the Trust—I hereby consider it my duty to resign acting as a member of the Trust.

SAMUEL APTHORPE.

No. 5.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MR. S. APTHORPE.

Roads Branch,
Department of Public Works,
Sydney, 1 November, 1871.

SIB,

In acknowledging the receipt of your letter of the 20th October, 1871, I am directed by the Honorable the Secretary for Public Works to accept the resignation you therein tender as a Trustee for the road from Main Northern Road, near West Maitland, *via* Cessnock, to the Dividing Range.

I have, &c.,
JOHN RAE,
Under Secretary.

No. 6.

3

No. 6.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE UNDER SECRETARY FOR FINANCE AND TRADE.
Roads Branch,
Department of Public Works,
Sydney, 1 November, 1871.

SIR,

Referring to my letter of the 13th July last, on the subject of the appointment of Trustees for the road from Main Northern Road, near West Maitland, *via* Cessnock, to Dividing Range, I am now directed to request that the name of Samuel Apthorpe may be omitted in connection with such Trust.

I have, &c.,
JOHN RAE.

No. 7.

MR. T. O'BRIEN to THE UNDER SECRETARY FOR FINANCE AND TRADE.
Bishop's Bridge,
1 November, 1871.

SIR,

In compliance with the 10th paragraph in a printed circular of instructions for Road Trustees, Mr. George Carroll has sent in his resignation as member of the Trust for that part of the Wollombi Road between Toll-bar, near Maitland, *via* Cessnock, to Dividing Range. I enclose and forward the same herewith to you.

I have, &c.,
T. O'BRIEN,
Secretary to Trust.

The Under Secretary for Public Works, B.C., 3/11/71.—H.L. Mr. Carroll's resignation might be accepted and Treasury so informed. There are now four Trustees left.—F. WICKHAM (for Com. and Eng.), 6/11/71. Under Sec., B.C. In absence of Minister approved, 6/11/71.—J.R., 28/11/71. Treasury and G. Carroll, 8/11/71.

No. 8.

MR. G. CARROLL to MR. T. O'BRIEN.

Cessnock, 25 October, 1871.

I, THE undersigned, do hereby resign being Trustee for the road from the toll-bar, West Maitland, to the Dividing Range, on the Wollombi Road.

Given under my hand as above.

GEORGE CARROLL.

No. 9.

THE UNDER SECRETARY FOR PUBLIC WORKS to THE UNDER SECRETARY FOR FINANCE AND TRADE.
Roads Branch,
Department of Public Works,
Sydney, 8 November, 1871.

SIR,

Referring to my letter of the 13th July last, on the subject of the appointment of Trustees for the road from Main Northern Road, near West Maitland, *via* Cessnock to Dividing Range, I am now directed to request that the name of George Carroll may be omitted in connection with such Trust.

I have, &c.,
JOHN RAE.

No. 10.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. G. CARROLL.

Roads Branch,
Department of Public Works,
Sydney, 8 November, 1871.

SIR,

In acknowledging the receipt of your letter of the 25th October, I am directed by the Honorable the Secretary for Public Works to accept the resignation you therein tender as a Trustee for the road from Main Northern Road, near West Maitland, *via* Cessnock, to the Dividing Chain.

I have, &c.,
JOHN RAE,
Under Secretary.

No. 11.

No. 11.

MR. W. PRICE TO THE COMMISSIONER FOR ROADS.

Mount Pleasant,
11 February, 1873.

SIR,

Having had occasion to travel on the Wollombi Road, facts came under my notice, according to my ideas contrary to justice. Mr. Sheridan is employed as an overseer by the District Council on that road. He (Sheridan) employs his own team and his own son and his nephew on the work. Now, sir, there are here men having twelve children, and cannot get a day's work, and those parties employed from the commencement. There is no justice in that, and contrary to the rules you laid down when I was a member of the Road Trust, wherein you sent to say no relative should be employed. I can see that the old grievances are carried out again, and greatly displeases the inhabitants of the district. The inhabitants are clamorous about holding a meeting to petition the Government to do away with this nuisance, but I got them to forbear until you acknowledge this.

I remain, &c.,
WILLIAM PRICE.

If Mr. Sheridan is an overseer employed by the Maitland Council he should not be allowed to employ his relatives or team, and I think the Council should be so instructed.—W.C.B., 7/2/73. Under Sec., B.C. Inform Council.—18/2/73. Approved.—J.S., 18/2/73. Mr. T. Hughes.—22/2/73.

No. 12.

THE UNDER SECRETARY FOR PUBLIC WORKS TO THE SECRETARY OF MAITLAND DISTRICT COUNCIL.

Sydney, 25 February, 1873.

SIR,

It having been reported to this office that the Maitland District Council employs a Mr. Sheridan as overseer on the Cessnock Road, who has his own team at work on the road, as well as his son and nephew, I am directed to inquire whether such report is correct?—and if so, to point out that a person in Mr. Sheridan's position should not be permitted by the Council to employ his relatives or team upon the road.

I have, &c.,
JOHN RAE.

No. 13.

THE SECRETARY OF MAITLAND DISTRICT COUNCIL TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Maitland District Council,
East Maitland,
5 March, 1873.

SIR,

In reply to yours of 22nd ultimo, I am directed to inform you that John Sheridan has been employed as working overseer on the Cessnock Road, and that during a portion of the time the Commissioners in charge of the road employed his son also, who has a team. I am further directed to state that no person has been employed by any such overseer, the employment and removal of the men being the direct personal action of the Warden, and another Commissioner (Mr. Cracknell), who have endeavoured, as far as possible, to equalize the work amongst the labouring portion of the inhabitants. It is not true that a nephew of Sheridan's has been at work.

I have, &c.,
THOMAS HUGHES,
Secretary.

The matter is under the control of the Maitland District Council, and as they are a responsible body I do not think the Department can interfere.—W.C.B., 10/3/73. Under Sec., B.C. Inform complainant.—J.R., 11/3/73. Mr. W. Price.—12/3/73.

No. 14.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MR. W. PRICE.

Sydney, 12 March, 1873.

SIR,

With reference to your letter of the 11th ultimo, making certain complaints against the employment of Mr. Sheridan on the Cessnock Road by the Maitland District Council, I am directed to state that the Commissioners in charge of the road report that they employed the son of John Sheridan for a time, but no such person has been employed by the overseer,—the employment and removal of the men being the direct personal action of the Warden and another Commissioner (Mr. Cracknell), who have endeavoured to equalize the work as far as possible amongst the labouring portion of the inhabitants; and that it is equally incorrect that a nephew of Sheridan's has been at work; but I am to add that as this matter is under the control of the Council, which is a responsible body, it does not appear desirable for the Department to interfere in the matter.

I have, &c.,
JOHN RAE.

No. 15.

No. 15.

MR. W. PRICE to THE SECRETARY FOR PUBLIC WORKS.

Mount Pleasant,
7 March, 1873.

SIR,

In reference to the expenditure of public money on the Wollombi Road, I must say that it might as well be given to the parties who work thereon, and let them do something at home for their families, for it is ridiculous to see some half a dozen men getting seven and six shillings a day, with wheelbarrows in their hands, putting mud into the ruts on the road, and plenty of horse teams to be had at 8s. a day. It is no wonder the road is getting into a dilapidated state when the District Council employs an overseer, and empowers him to employ his men. Now, Sir, he employs his own son and his own team of horses and his own friends, and picture to yourself how they work afterwards. Now there was some solid and costly works done on that road prior to the District Council getting charge of it, and are now falling into a ruined state for want of a little attention, but the Council do not seem to care, so long as this working party can pocket the money, what inconvenience the public has to put up with.

I have stated these facts before to Mr. Bennett, but I see no good result.

Perhaps he may think as the Council is an elected body we should not complain; but is it the Wollombi people that returned them, although they are the most interested. At any rate there would be more interest taken in a cockfight than in a Council election.

I have, &c.,
WILLIAM PRICE.

If you should acknowledge this, direct "William Price, Mount Pleasant, Bishop's Bridge."

The vote of 1873 has not yet been issued. It has been withheld at the request of Mr. Burns, M.P., who is understood to be making inquiry into past management, prior to making a recommendation. The writer has already been replied to in reference to the same matter, and nothing now appears necessary pending further action on the part of Mr. Burns.—W.C.B., 14/3/73. Under Sec., B.C. Seen.—J.R., 15/3/73.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

CLAIM OF MR. STEPHEN SCHOLEY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
21 *April*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 40. TUESDAY, 4 FEBRUARY, 1873.

19. CLAIM OF MR. STEPHEN SCHOLEY :—Mr. Cunneen moved, pursuant to Notice, (*as amended with the concurrence of the House*),—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the claim of Mr. Stephen Scholey, for losses alleged to have been sustained by him in the position of Warden of the Maitland District Council, in the case "Eckford v. Scholey."
- (2.) That such Committee consist of Mr. Parkes, Mr. Wearne, Mr. Macintosh, Mr. Forster, Mr. Buchanan, Mr. Burns, Mr. R. B. Smith, Mr. Tunks, Mr. Webb, and the Mover.
- Debate ensued.
Question put and passed.

VOTES No. 50. FRIDAY, 21 FEBRUARY, 1873.

5. CLAIM OF MR. STEPHEN SCHOLEY ("*Formal*" *Motion*) :—Mr. Cunneen moved, pursuant to Notice, That the Return moved for by Mr. Wilson on the 29th September, 1869, and ordered by this House to be printed on the 19th October, 1869—"of all Correspondence, Documents, and Minutes which have passed between the Government and any person or persons respecting the expenditure of the grant for the repair of the Cessnock Road for the year 1868"; and also the Return moved for by Mr. Cunneen on the 5th July, 1872, and ordered to be printed on the 19th July, 1872—"of all Correspondence and other Papers in reference to the claim of Mr. S. Scholey, for losses sustained by him, through his position of Warden of the Maitland District Council, in the case Eckford v. Scholey,"—be referred to the Committee now sitting to inquire into and report upon the claim of Mr. Stephen Scholey, for losses alleged to have been sustained by him, in the position of Warden of the Maitland District Council, in the case Eckford v. Scholey.
- Question put and passed.

VOTES No. 89. MONDAY, 21 APRIL, 1873.

4. CLAIM OF MR. STEPHEN SCHOLEY :—Mr. Cunneen, 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 4th February, 1873, together with Appendix.
- Ordered to be printed.

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1872-3.

CLAIM OF MR. STEPHEN SCHOLEY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 4th February, 1873, with power to send for persons and papers, to inquire into and report upon the claim of Mr. Stephen Scholey, for losses alleged to have been sustained by him in the position of Warden of the Maitland District Council, in the case "*Eckford v. Scholey*," to whom were referred on the 21st February, 1873, the Return moved for by Mr. Wilson, on the 29th September, 1869, and ordered by the House to be printed on the 19th October, 1869—"of all correspondence, documents, and minutes which have passed between the Government and any person or persons respecting the expenditure of the grant for the repair of the Cessnock Road for the year 1868;" and also the Return moved for by Mr. Cunneen, on the 5th July, 1872, and ordered to be printed on the 19th July, 1872,—"*of all correspondence and other papers in reference to the claim of Mr. S. Scholey, for losses sustained by him through his position of Warden of the Maitland District Council, in the case Eckford v. Scholey*,"—beg to report to your Honorable House:—

1. That Mr. Stephen Scholey was appointed Warden of the Maitland District Council in 1867, by Sir John Young, the Governor for the time being.

2. That certain Parliamentary grants of public money for the repair of roads in the Police District of Maitland were placed to the credit of the Council for expenditure.

3. That at a meeting of the Council, held on the 19th May, 1868, the expenditure of the grant for each road was placed under the immediate supervision of particular members of that body, and Mr. Joseph Eckford was the Commissioner entrusted with the expenditure of the grant of £350 for that year on Cessnock Road.

4. That the Warden, on account of information received, paid a visit of inspection to the repairs upon that road on the 12th October, 1868, and from what he saw and learned on the spot, suspected that all the money paid by the Council to Mr. Eckford had not been expended for repairs to it.

5. That the Warden brought the facts which came to his knowledge respecting the expenditure of the grant for Cessnock Road under the notice of the District Council, and that body, at a meeting on the 2nd November, 1868, appointed a committee "to investigate the expenditure of the grant on road from Maitland to Cessnock," and the said committee reported on the 17th of the same month that a mal-appropriation of public money had taken place, and the report was adopted by the Council.

6. That the committee directed the Warden to bring the whole facts of the case under the notice of the Secretary for Lands (Mr. Forster), and conceiving it to be his public duty, the Warden obtained an interview with that gentleman on the 4th December, 1868. After he had made his statement, the Minister requested him to furnish the Government with a written report of the facts of the case. In compliance with this request, the Warden had a report prepared (*See Appendix A 3*), which was adopted by the District Council on the 9th December, 1868, and delivered to the Secretary for Lands by the Warden on the 17th of that month.

7. That on the 24th December the report was returned to the District Council, by the direction of the Minister for Lands, requesting it to be signed; and in compliance with this request, Mr. Scholey and three Commissioners signed and returned it.

8. Mr. Forster, M.P., in his evidence before your Committee, states, that he has no recollection of Mr. Scholey asking him, at the interview on the 4th December, 1868, for a guarantee that would clear him from all responsibility on account of the report required from him. Mr. Scholey, however, asserts that such a guarantee was assented to at the interview, and that immediately after it he made a memorandum of what took place.

9. The Warden's assertion is confirmed by the minute-book of the Maitland District Council, in which it is recorded that on reporting his interview with the Secretary for Lands to that body he made the following statement:—

"4 December, 1868.—I waited upon the Hon. Minister for Lands, and showed him the vouchers respecting the payment of the money alluded to on the Cessnock Road; also the time-table kept by Sheridan, and the amounts said by him to be earned by the various men on the road. I also placed before him the balance-sheet produced by the Secretary of the Trust, and examined by the Committee, comparing the amount said by Mr. Eckford to have been paid, and that stated by Sheridan, whereby it was shown that something like £109 5s. 10d. was said by Sheridan, to be overpaid. After listening attentively to what I had to say, Mr. Forster asked me if I could not make a charge. I replied that I have already made one against Solomon Israel for attempting to obtain money under false pretences, but the Magistrates dismissed it.

"I further stated that I was prepared to assist the Government all I could in the matter, but must have a guarantee that would clear me from all responsibility.

"He said that was nothing but right, and advised me to have a complete report of the whole case prepared by Mr. Thompson (who had the case in hand as attorney in the prosecution of Israel), and let him (Mr. Forster) have the information as soon as possible, and he would see that the matter should be well examined."

10. The *Maitland Mercury*, in publishing the proceedings of the Council, reports Mr. Scholey to the same effect. Mr. M. Fitzpatrick, M.P., formerly Under Secretary for Lands, who saw Mr. Scholey officially immediately before his interview with the Minister on the 4th December, 1868, gives in evidence:—

"I ought perhaps, in justice to Mr. Scholey to say that he stated to me that he thought he ought to be held harmless, because he was acting in his public capacity as Warden of the District Council."

11. In 1870, Mr. Joseph Eckford brought an action in the Supreme Court, Sydney, against Mr. Scholey for slander, alleged to be contained in the report in question and also in a subsequent report, stating that three men named Thomas, Anderson, and Avery, entered in Mr. Eckford's pay sheets as labourers, to whom payments were alleged to have been made for work on the road, could not be found. After eleven days trial the jury unanimously gave a verdict for Mr. Scholey, because (as stated by them to your Committee) "they believed that the evidence proved beyond all doubt that he had only done his duty as a public man."

12. Your Committee have learned that on account of this action Mr. Scholey was involved in heavy costs, which he paid.

13. That your Committee, after a lengthened and careful consideration of the evidence, and reviewing it in connection with all the facts and circumstances of the case, are of opinion,—

1. That Mr. Scholey in the course taken by him in the matter of the expenditure of the grant for the repair of Cessnock Road was actuated by a laudable desire to prevent or expose a misappropriation of public money.
2. That the reports upon which the action was entered against Mr. Scholey were furnished to the Government in the public interest, in his position as Warden of the Maitland District Council.

Your Committee beg therefore to recommend Mr. Stephen Scholey's case to the favourable consideration of the Government.

No. 3 Committee Room,
Sydney, 18th April, 1873.

J. A. CUNNEEN,
Chairman.

1872-3.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 7 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen,	|	Mr. Wearne,
		Mr. Burns.

Mr. Cunneen called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.*Ordered*,—That Mr. Scholey, M.P., be requested to attend and give evidence next meeting.[Adjourned to Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 12 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Tunks,	|	Mr. Forster,
Mr. Webb,		Mr. Burns.

Stephen Scholey, Esq., M.P., called in and examined.

A 6.) Witness *handed in* documents relative to the subject under consideration. (*Vide Appendices A 1 to*

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Forster, M.P., be requested to attend and give evidence next meeting.[Adjourned to Friday next, at *Eleven* o'clock.]

FRIDAY, 14 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns,		Mr. Tunks.
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Mr. Forster, M.P., who was requested to attend as a witness this day, did not attend.
Committee deliberated.*Ordered*,—That Mr. Joseph Eckford be summoned to give evidence next meeting.[Adjourned to Wednesday next, at *Two* o'clock.]

WEDNESDAY, 19 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Parkes,	|	Mr. Tunks,
Mr. Webb,		Mr. Burns,

Mr. Wearne.

Stephen Scholey, Esq., M.P., called in and further examined.

Witness *produced* Minute-book of the Maitland District Council.

Witness withdrew.

Mr. Joseph Eckford called in and examined. Witness referred to Minute book *produced* by Mr. Scholey, and *read* several extracts therefrom.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Joseph Eckford and Mr. Henry Fisher be summoned to give evidence at the next meeting.[Adjourned to To-morrow, at *half-past Ten* o'clock.]

THURSDAY,

THURSDAY, 20 FEBRUARY, 1873.

MEMBERS PRESENT :—

Mr. Cunneen in the Chair.

Mr. Wearne, | Mr. Webb,
Mr. Burns.

Mr. Joseph Eckford called in and further examined.

Witness withdrew.

Mr. Henry Fisher, (*one of the Jury in the case Eckford v. Scholey*) called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Fitzpatrick, M.P., and Mr. Thomas Hughes, of West Maitland, be summoned to give evidence on Wednesday, 26th February.

[Adjourned to Tuesday next, at *half-past Ten* o'clock.]

TUESDAY, 25 FEBRUARY, 1873.

In the absence of a Quorum the meeting called for this day lapsed.

WEDNESDAY, 26 FEBRUARY, 1873.

MEMBERS PRESENT :—

Mr. Cunneen in the chair.

Mr. Burns, | Mr. Webb,
Mr. Wearne.

Extract from the Votes and Proceedings, *referring* certain documents to the Committee, *read* by the Clerk. Also a telegram from Mr. Thompson, a witness summoned for this day, excusing his absence on the ground of illness.

M. Fitzpatrick, Esq., M.P., called in and examined.

Witness withdrew.

S. Scholey, Esq., M.P., further examined.

Witness *handed in* Commission under the Great Seal, appointing him Warden of the Maitland District Council. (*Vide Appendix B.*)

Mr. T. Hughes (*Secretary to the Maitland District Council*) called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned to To-morrow, at *Three* o'clock.]

THURSDAY, 27 FEBRUARY, 1873.

MEMBERS PRESENT :—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Tunks,
Mr. Webb.

R. W. Thompson, Esq. (*Solicitor*), called in and examined.

Witness withdrew.

W. Tunks, Esq., a Member of the Committee, examined in his place.

Committee deliberated.

Letter from Mr. Eckford, relative to his last examination before the Committee, *read* by the Clerk. No action taken.

Motion made (*Mr. Webb*) and *Question*,—"That Mr. Fisher's evidence, given before this Committee, be forwarded to Mr. Eckford, with an intimation that he would be examined thereon if he so wished,"—*put* and *passed*.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 6 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Wearne,
Mr. Forster.

William Forster, Esq., a Member of the Committee, examined in his place.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY,

THURSDAY, 20 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Tunks;
Mr. Webb.

Chairman read a letter from Mr. Eckford, suggesting the names of witnesses to be examined, and asking to be supplied with a copy of Mr. Scholey's evidence.

Chairman stated that on receipt of Mr. Eckford's letter he had caused the evidence asked for to be supplied.

Committee deliberated, and decided not to examine the witnesses suggested by Mr. Eckford, and to inform Mr. Eckford that the Committee wished to confine the inquiry to the "Claim of Mr. Scholey."

Stephen Scholey, Esq., M.P., called in and further examined.

Witness handed in certain receipts. (*Vide Appendix C.*)

Witness withdrew.

Mr. Joseph Eckford called in—informed that the Committee wished to confine the inquiry to the claim of Mr. Scholey—and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Eckford be summoned to give further evidence next meeting.

[Adjourned until To-morrow, at Two o'clock.]

FRIDAY, 21 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Webb,
Mr. Tunks.

Mr. Joseph Eckford called in and further examined.

Witness withdrew.

Committee deliberated.

Motion made (*Mr. Burns*) and Question,—“That the Jury in the case of *Eckford v. Scholey* be furnished with a copy of the Evidence given by Mr. Henry Fisher, before this Committee”,—*put* and *passed*.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 28 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Tunks, | Mr. Burns,
Mr. Macintosh.

Mr. William Farmer (*one of the Jury in the case Eckford v. Scholey*) called in and examined.

Witness withdrew.

Mr. R. J. Fleetwood (*one of the Jury in the case Eckford v. Scholey*) called in and examined.

Witness withdrew.

S. Scholey, Esq., M.P., called in and further examined.

Witness withdrew.

Committee deliberated.

Clerk laid before the Committee Mr. Forster's evidence, as revised, and drew attention to the Addendum. Consideration postponed to next meeting.

Ordered,—That Mr. Frerichs be summoned to give evidence next meeting.

[Adjourned to Wednesday next, at half-past Two o'clock.]

WEDNESDAY, 2 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Webb,
Mr. Wearne.

Mr. B. Frerichs (*one of the Jury in the case Eckford v. Scholey*) called in and examined.

Witness withdrew.

Stephen Scholey, Esq., M.P., called in and further examined.

Witness withdrew.

Committee further considered Addendum to Mr. Forster's evidence and decided to have it printed.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

WEDNESDAY,

WEDNESDAY, 16 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Wearne,
Mr. Tunks.

Chairman submitted Draft Report; same read 1^o, and further consideration postponed to next meeting; Draft Report to be printed in the meantime, and distributed to the Members of the Committee. Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 18 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Wearne, | Mr. Webb,
Mr. Burns, | Mr. Macintosh.

Chairman's Draft Report read 2^o paragraph by paragraph:

Paragraphs 1 to 7, inclusive, read and agreed to.

Paragraph 8 read. Amendment proposed (*Mr. Webb*) to omit the following sub-paragraph, viz.:—

"Friday, 4th.—At the Auditor's office at 10 o'clock; could not see him till half-past 12 o'clock; saw him; he examined the accounts and said it was as bad a case as they had in the office for years; sent me to Mr. Fitzpatrick; he said that it was a bad case, and thought there was a good deal of the money badly spent; not a pleasant man to do business with; he said Mr. Forster was the party I should see. Saw Mr. Forster; he heard the whole statement; he asked me if I could not make a charge; I stated that I had made one charge against Saul Israel for attempting to obtain money under false pretences; the Magistrates had dismissed the charge; he stated that, in his opinion, they were bound to hear it; I told him that I was prepared to assist the Government all I could, *but must have a guarantee that would clear me from all responsibility; he said that was nothing but right*, and that I had better have a complete report of the case prepared by Mr. Thompson, who had the case in hand as attorney, and let him have the information as quick as possible, and he should see that the matter was well examined into. Mr. Forster listened to the case, as stated, with much attention, and thanked me for my trouble."

Question,—That the words proposed to be omitted be so omitted,—*put*.

Committee divided.

Ayes, 3.

Mr. Burns.

Mr. Wearne.

Mr. Webb.

No, 1.

Mr. Macintosh.

So it was resolved in the affirmative.

Paragraphs 9 to 13 inclusive read and agreed to.

Motion made (*Mr. Webb*) and Question,—That the Draft Report, as amended, be the Report of this Committee,—*put and passed*.

[Adjourned until To-morrow, at Three o'clock.]

MONDAY, 21 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Burns, | Mr. Wearne.

Clerk laid before the Committee an account for five pounds (£5), received from Mr. Hughes for expenses for attending and giving evidence before this Committee.

Chairman read a letter from Mr. R. W. Thompson, requesting that he may be allowed his expenses, but leaving the amount to the discretion of the Committee.

Resolved (on motion of *Mr. Wearne*),—"That Mr. Thompson be awarded the sum of five pounds (£5), and Mr. Hughes the sum of three pounds (£3), for expenses for attending and giving evidence before this Committee."

Chairman to report to the House.

LIST OF WITNESSES.

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1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CLAIM OF MR. STEPHEN SCHOLEY.

WEDNESDAY, 12 FEBRUARY, 1873.

Present:—

MR. BURNS,
MR. FORSTER,

MR. TUNKS.

MR. WEBB,
MR. CUNNEEN,

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

Stephen Scholey, Esq., M.P., called in and examined:—

1. *Chairman.*] Did you at one time hold the position of Warden of the West Maitland District Council? I did. S. Scholey,
Esq., M.P.
2. When were you appointed to that position? In 1867. I was a Commissioner for two years before.
3. What do you consider to have been your duties as Warden? To see to the proper expenditure of the whole of the moneys granted by the Government for the different roads in the district. 12 Feb., 1873.
4. Who generally carried on the correspondence between the District Council and the Government;—was it through the Warden generally? It was usually through the secretary. The secretary kept the accounts, and carried on the correspondence with reference to the grants, asking for sums to be voted, and furnishing accounts to the Government.
5. He did this under the direction of the Commissioners? Yes; but there were times when the Warden would communicate direct with the Government.
6. What arrangement had the Council for the expenditure of the public money placed to its account, for the various roads under its control? The election to the Council is every May, and after the election the Council would meet, and would appoint two members of the Trust to look after the expenditure upon the roads in their neighbourhood or that they might happen to be acquainted with, and two members for other roads, and so on, dividing the roads amongst the members. These, however, were always subject at any time to the inspection of the whole of the Commissioners. If they got into any dispute or bother over the taking of gravel or timber for the road, or anything of that kind, they would come to the Council for instructions as to what they should do. The matter was then inquired into, and if the Council believed the Commissioners to be right, it would support them; and if not, it would tell them they were in the wrong.
7. How did the money pass into the hands of the various persons entitled to receive it? By orders from the Commissioners in charge of the particular road.
8. And by whom were the cheques signed? By myself.
9. Who certified to the expenditure? The Commissioners having charge of the roads on which the expenditure took place.
10. *Mr. Tunks.*] You existed as a Council under an Act of Parliament? We did.
11. Do you keep any official record of your proceedings as a Council? Yes.
12. Will you look at this paper (*Return handed to witness*);—that purports to be a return of the proceedings of the Maitland District Council on the 19th May, 1868? Yes. It commences—"The following Commissioners were appointed."
13. *Mr. Forster.*] I should like, before going further, to understand the precise position which Mr. Scholey occupied, and, with the permission of the Chairman, I will put a few questions, in order to ascertain it. You were the Warden of the Maitland District Council? Yes.

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14. And in that capacity of Warden were you at the head of the Maitland Road Trust? I was.
 15. But you were not called the Warden of the Maitland Road Trust? Yes, I was.
 16. Can you show us any Government document in which that title is used in addressing you? I cannot say that I can, without searching over my papers.
 17. Was your office of Warden separate from, or identical with, that of Commissioner of the Road Trust? I do not understand the question.
 18. When you acted as a Commissioner of the Road Trust, was that separate and distinct from your duty as Warden? They were both the one. If I acted as Commissioner I was at the same time acting as Warden. They were both the one office, and I acted at the same time in both capacities.
 19. Did your appointment as Warden make you, *ipso facto*, a Commissioner of the Road Trust? It did.
 20. Your appointment was as Warden? Yes.
 21. And then money being in the hands of the Government for expenditure on the roads, the Government appointed you and other persons, for convenience sake, to see to its proper expenditure? No, the six District Councillors were elected by the people.
 22. Exactly. There is this body, and the Government having them at hand appoint them, for convenience sake, to act as a Road Trust? The Government place the money at the disposal of the Council.
 23. Look at this meeting of the 19th May, which you have just referred to. It says—"Present: The Warden, Mr. Eckford"—and so on. These are Councillors—they are not Commissioners? We call them so.
 24. These Commissioners are apparently appointed by the Council? Yes, appointed to look after the various roads; but the whole of them are elected.
 25. Yes; but elected as Councillors, not as Commissioners? As Councillors and as Commissioners; they have no other appointment than their election.
 26. *Chairman.*] It is under an Act of Parliament that the West Maitland District Council is constituted? It is.
 27. And under that Act the Warden has to be appointed by the Government? Yes.
 28. It consists altogether of seven members? Yes.
 29. Of whom six are elected by the people, and one is appointed by the Government? Yes.
 30. And that constitutes the Council of which you were Warden? Yes.
 31. *Mr. Tunks.*] Under that Act the District Council possesses no power to levy rates, so that you have no income to work upon? We have none.
 32. And to enable you to make the roads in your district you received certain grants from the public Treasury? We did.
 33. To expend on the roads in the Schedule laid before this House, and in the way there directed? Yes; that was all we had to act upon.
 34. *Chairman.*] You had a certain amount placed at your disposal for 1868? We had.
 35. How much? I cannot say how much, but I can give you the particulars. There were £350 for the Cessnock Road —
 36. That is sufficient for the present;—let us confine our attention to that amount. You had a sum of money to expend on the Cessnock Road for the year 1868? We had.
 37. Did you hold a meeting in May to arrange which of the Commissioners should be selected to expend the money on these roads? We did; we had a meeting on the 19th May, 1868. (*Extract from Minutes contained in Return of, read by witness.*)
 38. The Commissioners there named are the parties who have the whole superintendence of the expenditure of the money on these several roads? Yes.
 39. Had you any occasion to doubt the correctness of any of the vouchers sent in for the expenditure on any of these roads? I had.
 40. On what road? On the Cessnock Road.
 41. What led you to suspect that the funds had not been expended legitimately? It arose in this way in the first instance: On the 6th October I was on the road on business, and I went to see how the men were getting on, as I had done before upon the whole of the roads; and we have between 70 and 80 miles of road under our superintendence; and it was from information I received from a person on the road that I was first led to entertain suspicions that something wrong was going on. I was told that the men on this road came when they liked and went when they liked. When I heard this I determined to go and see for myself whether this information was correct. I went there on Monday, the 12th, and got up there a few minutes before 6 o'clock I think, and then there was only one man at work; two men came at half-past 7, and the other did not come till after 8 o'clock; this confirmed me in the impression that something was up. The same man who had told me that the men were not working their time also told me that he had heard that Mr. Eckford had reported to the Council that the money was nearly all expended, but he said that he knew better than that, for that he had kept an account of the expenditure, and that that account showed that there must be still more than £100 to expend. I asked him how it was that he had come to keep an account of the expenditure, and whether he had had any words with Mr. Eckford; and I think he said that he was sure that last year only about half the money voted for the road had been expended upon it, and so to make sure this year he had kept an account, to see whether the money was spent or not. This man had been five or six years working on the road, and was able to form a good judgment of what ought to have been done for the money. He said, "I was determined to satisfy myself, so I kept a book, and I will let you have a copy of it." Eckford had the vouchers in at that time; and when I received the copy of the man's book I compared it with Mr. Eckford's vouchers, and I found that Mr. Eckford had received more than was shown by this man's statement to have been due.
 42. *Mr. Forster.*] This man that you speak of;—was he a labouring man? He was.
 43. What man was it? His name is John Sheridan. Mr. Eckford came to me on the 26th October with an order for £43 something, and I then told him that I would not pay any more money, and would sign no further cheque until I had seen and examined the men for myself. He said, "All right," and on the following Thursday the men came up to be examined as to the time they had made. With respect to Israel and Carnailly's time, I sent Mr. Hughes to Israel to inquire what time he had made, and he said he had made nine days. Carnailly would not tell him anything. I examined the whole of the men, but I could get nothing out of them—they would give me no information; and I was informed on the Thursday that Mr. Eckford had been training the man Doran to say something as to what he should say when examined.

examined. I may say here that this last circumstance has never before been mentioned by me. It appeared that there had not been made by Israel more than nine days, whilst Carnailly had only made a day, though he claimed for nine days. On that account I refused to pay the claim on Mr. Eckford's voucher. Ten months after this the whole amount of money claimed was paid in a way that I consider to have been most illegal, since the order for payment was made after the sitting of the Council had closed, and when I was on my way down to Sydney. When I found this, I represented the whole matter to the Government, and protested against the payment. I then got the vouchers, which Mr. Eckford had sent in, and examined into them more carefully than I had had an opportunity of doing previously, and the first thing that struck me was the payment to a man named William Thomas. He was said to have earned a month's wages on the 16th June. When I saw this I knew very well from my own knowledge that there had not been time to earn a month's wages, as we had only received notification of the money being available in June, and we never put on men to work until we know that the money is there at our disposal to pay them. When I found this I began to make some inquiry about the man; to learn how it was he had made a month's wages under the circumstances; and then I found, to my surprise, that none of the men knew him. Besides this, at the very time when he was said to have been at work, there were five or six men, whom we regularly employed, who were waiting for the receipt of the money to be set to work. As I said before, we never commenced expending the money until we were quite sure that we would get it. I had a notification from the Government that the sum was at our disposal. We had been waiting for some time for the money for this road, and I know that three men especially had been waiting to be put to work within 4 miles of where this man was said to have been set to work; and yet these men, as it seemed then, had been set on one side, and a stranger, whom nobody knew, had been put to do the work. When I came to inquire further, I found also that not only did nobody know him but that nobody had ever seen him, and I am positive now that the man never did live there where he was said to live, and that he never worked where he was said to have worked. I made repeated inquiries in all directions, until at last I came to the conclusion that altogether it was a most strange case, for the more I inquired into it the more complicated it seemed to become, for in inquiring into the case of this man Thomas, I found that it came out that there were two others who could not be found and were not known. Then the name of a fourth man appeared who was not known, and afterwards there was a fifth name turned up under the same circumstances. At all events I am quite positive that four of the men never did any work upon the road, although their names were given in by Mr. Eckford, with vouchers of his having paid them. This was very clearly proved in the Supreme Court as far as Avery, Anderson, and Thomas were concerned.

44. Will you state to the Committee how it was that this action in the Supreme Court originated? We summoned Israel to Court for obtaining money under false pretences—for sending in an account for more than he had earned. When the case came before the Police Court there were two attorneys employed against us, and the case was dismissed. The Council took the matter into consideration, and a committee was appointed to examine into the whole affair. This committee of the Council was appointed on the 2nd November, 1868, to investigate the whole circumstances connected with the expenditure on the Cessnock Road. After being defeated in the Police Court, we talked the matter over, and it was thought that the best way would be to lay the whole matter before the Government, and hear what their opinion was. I was desired to go down to Sydney, and to lay the whole matter before the Government. I did so, but before going, I took the advice of a professional man on the subject, and that advice was, that I should be very careful about what I said. The person who gave me this advice was Mr. Thompson, the solicitor, of West Maitland. What he said was, that I should be very careful, for, said he, this man Eckford is a Member of Parliament; he has got a vote in the House, and that vote is often very serviceable, so that you will have an uphill work to do, and will have to be very careful with the Government when you are speaking of Eckford. I went down to Sydney, and on the 23rd November I wrote the following letter to Mr. James Neale, a Member of Parliament, whom I had known for many years. (*Letter read. Appendix A 1.*) This letter, inviting Mr. Neale to procure me an interview with the Minister for Lands, was answered by Mr. Neale, on the 25th November, in the following terms. (*Letter read. Appendix A 2.*) After this I again communicated with Mr. Neale, personally. I told him the purpose for which I had come down to Sydney; in fact I entered into the whole circumstances of the case. He told me not to have any misgivings about the matter; that I was in safe hands when I had to deal with Mr. Forster. He spoke very highly of Mr. Forster, and said there was no fear of his being influenced in any way by the circumstance of Mr. Eckford being a Member of Parliament. I then waited upon Mr. Parkes, and told him all the circumstances of the case. I showed him the vouchers and the balance-sheet which had been prepared by the committee of the Council. He said, "Well, you are in good hands; Mr. Forster is a gentleman, and is not likely to be influenced by any of the motives you dread." For I had urged to him my fear that Mr. Eckford, being a Member of Parliament, might be able to obtain the ear of the Minister. He said, "You are all right as far as that is concerned; you will obtain justice from Mr. Forster. I have every confidence in his sense of right and justice; you can go to him with perfect safety." Soon after that Mr. James Byrnes came in and I told him all the particulars of the case, and he said precisely the same thing that Mr. Parkes had done. My solicitor had told me that my wisest course would be to get a written document from Mr. Forster, indemnifying me against all loss I might suffer, and that I was to obtain this before I said anything to him about the matter; but when I heard all this said, first by Mr. Neale, then Mr. Parkes, and then by Mr. Byrnes, I thought I might fairly trust the case in Mr. Forster's hands, and that if there was anything wrong he would ferret it out.

45. When you were told that you would be perfectly safe in Mr. Forster's hands, what did you understand by that? I understood that he would see justice done between me and Mr. Eckford, and that he would not allow me to be the sufferer; because I told Mr. Neale and Mr. Parkes both that I expected a guarantee from the Government to hold me harmless against any proceeding that might be taken against me.

46. You expected that as you were taking proceedings in your public character and in the public good, the Government should hold you harmless? Yes, that was the advice which I received from my attorney and from other friends whom I consulted before leaving for Sydney. But I was thrown off my guard by the remarks of Mr. Parkes, Mr. Neale, and Mr. Byrnes, relative to the trust that was to be placed in Mr. Forster's sense of justice, though I quite admit that this was not done intentionally by those gentlemen. However it had that effect on me. These gentlemen took the papers and went through them with me very carefully, and then they sent me to the Auditor General. It happened to be past office-hours on that day and nothing could be done, the office being closed. They then gave me a note to the Auditor General, and I went with it to his office on the following morning. He listened to what I had to say, and then sent me

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over to Mr. Forster, putting a memorandum in writing in the corner of the letter he had received and sending it on to Mr. Forster. He said that he could do nothing of himself, and that he required to be set in motion by one of the officers, so that I would have to see Mr. Forster. Taking this letter with me I went over to the Lands Office, and was received very kindly by Mr. Forster. I entered into the case with him and showed him the vouchers, the balance-sheet, and the statement I had drawn up. We had a long conversation together over the matter, and he said what could he do with these papers; he had already so much business on hands that he could hardly keep up with it, and it would be no use to leave the papers with him. He said, "You had better employ some one, or perhaps I had better send some one up from Sydney to inquire into the matter." And then he asked, "Have you attorneys amongst you that you have full confidence in?" And I replied that we had, and he answered, "Well then, employ them." I made a memorandum of this conversation, and I came to make it in this way: Immediately after the interview with Mr. Forster I went over to Mr. Parkes to tell him what had taken place. After he had heard me out, he asked if I had made any memorandum of what had occurred, and when I told him I had not, he said, "I would recommend you to make a note of your conversation in the event of its being required hereafter." This is the memorandum I made in Mr. Parkes's office. (*Memorandum produced.*)

47. *Mr. Webb.*] How long after the interview was this made? The same night.

48. *Chairman.*] I think you may refer to it to refresh your memory, but you must not read it? The only point I wish to refer to is that in which I stated to Mr. Forster, that before proceeding in the matter against Mr. Eckford, as the case against Israel had been dismissed, and there were strong influences against me, I must have a guarantee from the Government that would clear me from all responsibility. Mr. Forster's reply was that he must have a complete report from Mr. Thompson, who had the case in hand, and when he had that he would see that the case was clearly gone into. That same night I telegraphed down to Maitland for a meeting of the Council to be called for the following Wednesday. I then left for Maitland; and on the following Wednesday we had a meeting of the Council, and I reported to the Council what Mr. Forster had said as nearly as possible in the same words that I have down in the memorandum. I cannot state exactly what was said, but my report to the Council was entered briefly on the minutes, where it is to be seen. There was also a report of the meeting of the Council published in the *Mercury*, and that report corresponds very nearly, word for word, with what is given on the minutes. I thoroughly understood from the first that I should be guaranteed from all responsibility, or I certainly should not have taken the proceedings I did in the face of all the advice I had received before I left Maitland to go Sydney to lay the matter before the Government.

49. *Mr. Webb.*] When you came back what took place at the meeting you had called? A report was got up, or rather I was deputed to have a report of the whole proceedings drawn up for the Government. I employed Mr. Thompson to draw up the report, and that report was sent to the Government. Mr. Eckford obtained a copy of that report, and on that he took proceedings against me. There was a great deal of abuse however commenced before that. Mr. Eckford used a good deal of very strong language, and made a good many charges against me, and I defended my character in the Supreme Court. He stated that I had cooked the accounts, and a great deal of that sort of thing. However the Supreme Court decided all that in my favour, and Mr. Eckford did not dare to go into the matter. Out of all his charges that he made against me he did not dare to go into one.

50. Do you mean that he did not prosecute his suit? I mean that he did not defend what he had said, nor attempt to show in any way that I had cooked the accounts.

51. Was there a verdict in your favour? Yes.

52. Then it did go to a jury? It did, and I got a verdict.

53. You brought an action against him? Yes, an action of slander. He said a very great many things about me. He stated that I had been transported to Van Diemen's Land for a beastly offence.

54. *Chairman.*] You brought an action of slander against him and obtained a verdict? Yes.

55. But you do not come here to claim compensation for that? Not at all.

56. Now, to go to the other case, for which you do claim compensation;—what was that about? The report I sent in to the Government.

57. Was there any action entered against you on account of that report? Yes; but luckily, as it happened, I brought the report down myself, and Mr. Neale went with me to the Minister for Lands to present the report. Mr. Neale was there all the time, and Mr. Forster promised then to see into the matter.

58. Was this report which you took down adopted by the Council? It was.

59. It was drawn up at their direction? Yes.

60. And was presented by you to the Government at their request? It was. But this document which I took down was not signed, and it was sent back with a letter which I should like to have read to the Committee.

61. Have you this report which was sent in to the Government? Yes.

62. Do you produce a copy of it? I do. (*Report produced. Appendix A 3.*)

63. This is a copy of the report which was adopted by the Council? It is.

64. By whom was it afterwards signed? It was signed by myself, by Mr. John Bowden, Mr. O'Brien, and Mr. Noble.

65. They were District Councillors? Yes.

66. And you produced this report at the request of the Minister of the day? I did, at his special request.

67. And you did this in your capacity of Warden, and in the public interest? Yes.

68. And as custodian of the public funds entrusted to you to disburse? Yes.

69. And in order to the repression of what you considered to be a malversation of the public funds? Yes.

70. Was any action brought against you in consequence of this report? Yes. Mr. Eckford commenced an action in the Supreme Court against me. It came on for trial in Sydney, and the witnesses were down about three weeks, the trial being a very long one. The decision was given altogether in my favour. After the verdict, Mr. Eckford applied for a new trial, but the full Court refused his application. He did the same at the former trial. He applied for a new trial and it was refused him.

71. *Mr. Tunks.*] Did you receive any remuneration for your services as Warden? No. Instead of receiving money, I may say I have been scores of pounds out of pocket through holding this office.

72. And what were the consequences of this action? We took every means for obtaining our costs, but at last the Insolvent Court closed the matter.

73. What do you mean by that? I mean that Mr. Eckford went into the Insolvent Court, and then we could get nothing. It was only then that I went to the Government to refund me the money I was out of pocket. S. Scholey, Esq., M.P. 12 Feb., 1873.
74. What was the result of Mr. Eckford's becoming insolvent—so far as you were concerned? I lost the whole of the costs I had incurred in the suit.
75. What did they amount to? I think the amount was £1,327.
76. And then you applied to the Government? Yes. I applied to the Government on the 18th August, 1871.
77. What for? Because I believed that I had a just claim upon them, having throughout acted for the protection of the public.
78. On what grounds did you consider that you had a just claim upon them? Because of the official position I held; of having acted in the public interest; and of the promise made to me by Mr. Forster.
79. You say from your position;—what position? My position as Warden of the District Council.
80. And because the action you took was in your public capacity, and was in the public interest? That is exactly what I mean.
81. And do you consider that though there was no written promise given to you by Mr. Forster, yet that there was a distinct verbal understanding in the conversation you had with him that you were to be held harmless? I should never have written a line if I had not believed that I had such a promise, and that Mr. Forster would have carried out what I believed to be his promise.
82. Did you write this memorandum of your conversation with Mr. Forster whilst the facts were still fresh in your memory? Yes; it was written immediately afterwards, except these interlineations, which were made afterwards. But the part I allude to commences with the words—"Saw Mr. Forster." (*Memorandum read. Appendix A 4.*) There is another letter that I should like to have before the Committee. It is a letter from the Government, calling upon the Commissioners to authenticate the report which I handed in to Mr. Forster, and which was not signed.
83. Is that the letter which requested you to do that which made you liable to the action at law? Yes. (*Letter put in and read. Appendix A 5.*)
84. Have you anything further to add to what you have already stated to the Committee? I may say, in addition, that I have inquired for these four men in every direction; that I have employed men to search for them; and that I have myself ridden some hundreds of miles to find these four men, Avery, Anderson, Thomas, and M'Evoy.
85. You could not find these men though they were placed on the schedule as having received a certain amount of the public money for working on the road? No, though I have done all that was possible in order to find them.
86. You could never even ascertain that they existed? I could not.
87. Nor that they had ever worked on the road? I could never meet any one who saw them.
88. Mr. Eckford could not produce them in Court when he brought his action against you? He could not.
89. Had he done so he would have gained his suit? Yes, he would have got the best of it had he brought these men forward.
90. But he could not find them, and they have never been found by you or by anybody else? No.
91. Yet they were put down as having received public money? Yes; and the cheques prove that it was paid for them.
92. Who received those cheques? Mr. Eckford.
93. When you first had a suspicion that a malappropriation of the public money had taken place by men being paid for time when they had not been at work, and others being paid who had no existence, did you go and inspect the work? I did.
94. And what was the result of the inspection;—did it confirm your previous impression as to the malversation? In going over the road I found that the report made to me was confirmed in every way.
95. You were satisfied in your own mind that the report was true? Yes; I saw with my own eyes that no person had been working on that road.
96. Did you conceive it to be your duty to report this to the Council? I did; and I reported what I saw.
97. And did the Council take any action in the matter? Yes, they appointed a committee to inquire into it.
98. Did that committee report to the Council? They did.
99. Did they report that in their opinion there had been a misappropriation of the public money? They did.
100. And the Council instructed you to wait upon the Government on the subject? Not the Council, but the committee.
101. You complied with that instruction? I did.
102. And when you so complied, did the Minister request you to send in a written report? He did; and I went back to Maitland and informed the Council that he had done so. The Council requested me to frame a report, and I got Mr. Thompson to draw it up.
103. And then the Council instructed you to go again to Sydney, and to present this report to the Minister? Yes.
104. Did the Minister for Lands give you to understand that you would be held harmless of any of the consequences of sending in that report? Yes; on the first occasion he did.
105. *Mr. Forster.*] You stated that you had some suspicion of the manner in which the money was expended on the Cessnock Road by Mr. Eckford? Yes.
106. How did this suspicion first arise in your mind? Through the information I received from Sheridan.
107. You describe him, I think, as a labouring man, who kept a book? Yes.
108. Had you any authority, as Warden, over the expenditure on the Cessnock Road? Yes; I had authority over all the roads. I ought to have been appointed specially with Mr. Eckford for that road.
109. I do not ask what you ought to have been, but whether you had any authority over that road? Yes; as Warden of the district I had authority over that and all the other roads.
110. Was it the practice of the Warden to control or supervise the action of the Commissioners? Yes; on every road it was his business and his practice to supervise and to suggest anything that he thought desirable.

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111. Then the Warden is a part of the Commissioners? Yes.
 112. He is one of the Commissioners? He is part of the body.
 113. Were you a Commissioner of the Cessnock Road? No, I was Warden of that road.
 114. Have you had that appointment made in writing? Yes, under the seal of the Colony, as Warden.
 115. But of that road? Of all the roads in the district.
 116. Were you Warden of the Cessnock Road under that title? I was Warden of all the roads.
 117. But what I wish to know is, were you appointed Warden of the Cessnock Road? Certainly I was.
 118. Can you show that here? Not here. I have not my appointment with me.
 119. Was your appointment Gazetted? Yes, I believe so.
 120. Is the Cessnock Road mentioned at all, either in the appointment or in the *Gazette*? No; all the roads generally are alluded to.
 121. And not any one specially? No.
 122. Then what you mean is, that you are Warden for the whole district, and that this road is included in the district? Yes.
 123. And did that authorize you to supervise the expenditure on the Cessnock Road? It did.
 124. Did you supervise the works upon all the other roads? I did.
 125. When your attention was called to the possible impropriety of Mr. Eckford's conduct, did you get the book from Sheridan which he said he was keeping? Not then; but I got a copy of it soon after.
 126. Is it an attested copy? No; it was simply an unattested copy. But I not only got the copy, but I have since got the book itself, so that the two can be compared.
 127. Now you have the actual book and not the copy? Yes.
 128. When Sheridan kept this book was it with Mr. Eckford's knowledge? That I do not know.
 129. How do you know that what is stated in that book is true? I do not know. I simply take it for what it is worth.
 130. You have no evidence to show that it is correct? Yes, there is collateral evidence.
 131. Do you say that there is any evidence at all of the authenticity of the book, or of its containing true statements? Yes, there is.
 132. Will you state what evidence? Yes, about the time put in by Israel and Carnailly—that is evidence which supports the book.
 133. I am asking you about this book of Sheridan's, and not about the time of Israel and Carnailly? Yes; and I say that the book supports other evidence in the case of these two men. I consider that is something.
 134. What proof have you that the book contains authentic statements? That is one proof that I have just given. It is backed up by other evidence given in Israel's case.
 135. Is that all? There are other proofs besides this.
 136. Will you be good enough to state them? Sheridan has been a long time in the service of the Council, working on the roads.
 137. That has nothing to do with the matter. I ask you what evidence there is that Sheridan's book is correct;—you give one instance, and you say there are others, and I want to know what others there are? There is this fact, that Israel admitted that he only worked nine days, and that exactly tallies with Sheridan's account.
 138. Admitting that—what evidence is there that Israel is correct? I know nothing about it, except this, that it is carried out by the amounts paid to the men, who all say that they received nothing more than what is stated in Sheridan's book.
 139. You say that the amounts paid to the men are the same as those stated in the book;—what is there, then, to complain of? There is this:—That it is stated by Mr. Eckford that he paid one man £4 10s., whereas this book contradicts him.
 140. So that this book makes charges against Mr. Eckford, and then Sheridan supports them by word of mouth? Not by word of mouth only but by oath. He swore to the truth of his entries before the Supreme Court.
 141. Did he say that Mr. Eckford had made away with the money? He did not say that Mr. Eckford had anything to do with it—not till afterwards, when other matters came out.
 142. What is there in this book against Mr. Eckford? There is nothing against Mr. Eckford. There is only a regular time-table of the work of the men—that is all.
 143. Do you know Sheridan? Yes. I have known him for the last six years.
 144. Do you suppose him to be an honest, trustworthy man? I do.
 145. Would you prefer to take his book to Mr. Eckford's word? Yes, I would. His book led me to make inquiries which convinced me that he was right.
 146. His book led you to suspect Mr. Eckford, and then you made inquiries which confirmed those suspicions? Yes.
 147. I suppose you will not object to hand in that book of Sheridan's? Not at all.
 148. You say you made inquiries;—what was the nature of those inquiries? On the Saturday Mr. Eckford came to the office for a cheque for the men—this was on 26th October. I refused to give him the cheque, and said I would only pay the men in my office after I had seen and spoken to them. He brought the men up to the office, and I examined them, but I could get nothing out of them; they would give me no information. This was in the presence of Mr. Eckford, and the men knew nothing, and would know nothing.
 149. Do you think that they were not telling the truth? I do.
 150. Do you think they were in collusion with Mr. Eckford? I will not say that.
 151. You saw them in the presence of Mr. Eckford? Yes.
 152. Did he use any influence over them—to your knowledge? Yes, he did.
 153. In what way? As soon as the first witness was examined Mr. Eckford left the room, and went out, and began talking to a man in the yard, who was about to be examined. What he said of course I do not know.
 154. You infer then that it must necessarily have been something improper? Yes. I had a right to infer it. I said, when he came back, that he ought not to have done this. I told him so.
 155. I suppose you thought it looked suspicious? I did, and with reason.
 156. Did you charge him then with making away with the public money? No, I did not; only in the report.

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157. Do you not think that the better way would have been to have told him what you suspected, and to have called upon him to defend himself? I did in the report. That document charges him with making away with the public money.

158. But you did not charge him with misappropriation when you had this inquiry? No, I did not.

159. Then again I ask you, do you not think it would have been better to have told him your suspicions, so that he might have been in a position to defend himself? I intended to do so. I went to him on the Friday, after I had held the examination on Thursday;—he had been abusing me ——

160. That is not to the point. You say you had suspicions of Mr. Eckford;—why did you not tell him of them when you had the inquiry? I had not suspicions of him then; but I was going to explain, that I was going to tell him what had occurred, and as he had been abusing me I went to him the day after the inquiry, and asked him what made him abuse me. He said he had done nothing of the kind, and wanted to know who had told me. I said that Mr. Price had informed me, and that I would call him up and bring him and Mr. Eckford face to face. Mr. Eckford said, "No thank you; save me from my friends; I want nothing of that kind." He then went away, and would not hear any more that I had to say.

161. Do you say that looking at this book alone you thought the public money had been improperly expended? From looking at the book I suspected that something was wrong; that was all.

162. Were your suspicions directed towards Mr. Eckford? I was not sure about it.

163. Did you suspect somebody? I did.

164. Whom did you suspect? Mr. Eckford.

165. Then you suspected him of having made away with the public money? Yes, I did.

166. When you entertained these suspicions did you at once go honestly to him and tell him what your suspicions were, and call upon him to defend himself? I went to him, and asked him to hear me in reference to the Cessnock Road, and he would not have anything to do with me.

167. Holding these suspicions, did you tell him of them and ask him what he had to say in defence? I have already said that I was going to tell him, and he would not hear me.

168. Did you never have an opportunity of telling him? Never. He refused to hear me when I wished to speak to him, and refused to allow a committee to sit to inquire into the matter.

169. Did you bring the matter of your suspicions under the notice of the Council? I did.

170. Did you, when you brought the matter before the Council, state your suspicions of Mr. Eckford? I do not think I did.

171. Did you make any charge at all against him? I do not think so.

172. What was the nature of the complaints you made when you brought the matter before the Council? I stated that there was something wrong with reference to the Cessnock Road accounts.

173. Did you think that something was wrong, and that nobody had done it? No; I knew pretty well who had done it.

174. Then why not, when you were making your statement to the Council, state the person against whom the charge was made? I preferred not to do so. I had my reasons for it.

175. For your own convenience? No, for my own protection.

176. But do you not think it was due to your position as Warden, and your duty towards Mr. Eckford, to give that gentleman an opportunity of defending himself? He had plenty of opportunities had he chosen to take them.

177. You say he had plenty of opportunities;—where had he opportunities? I gave him one opportunity when I asked him where the three men lived, who they were, or where they were to be found. His only answer to me was, asking me if I wanted to charge him with robbery. He became very violent, and seized a candlestick to throw at me. I have already suffered quite enough from what I had no right to do. I expected something of the kind, and I was cautious.

178. Are we to understand then that you are cautious in the answers that you give here? Yes.

179. Do you intend to tell the truth? I do.

180. You do not intend to keep anything back? No, nothing at all; you may depend that I will tell nothing but the truth.

181. I ask you again then—holding these suspicions of Mr. Eckford—did you go to that gentleman, or did you in any public way make charges against him in such a manner as would give him a chance of defending himself? I did not. I went to him with the object of telling him, but he would not hear me. He was very abusive, he told me to go to hell, and asked me if a Member of Parliament was to be dictated to by a fellow like me.

182. In what way was the matter brought before the Council;—was it in Mr. Eckford's absence? Yes, I think it was; but it was on an ordinary meeting night.

183. Then, holding these suspicions of Mr. Eckford, and having reason to suppose that the public money had been made away with, you not only did not state those suspicions to Mr. Eckford but you brought the matter before the Council in his absence? Yes, I did.*

184. What was the proceeding taken at this meeting? The Council appointed a committee to inquire into the matter.

185. Was the name of Mr. Eckford mentioned as that of the person who might probably have made away with the public money? I do not know that it was.

186. Then you mean to say that you brought an accusation of malappropriation of the public money; and did not say who had made away with it? Yes, I did; for I accused Israel and Carnailly of being implicated in the matter.

187. Did you accuse them of making away with the public money? No. I accused them of applying for more money than they had earned.

188. Then did you say that this had been done without the connivance of Mr. Eckford? That I could not say.

189.

* NOTE (on revision):—The Cessnock Road business was brought forward at different meetings of the Council, which were regularly advertised. Mr. Eckford knew the business would be brought forward, and he made a long speech in defence of himself on the 17th November. Mr. Eckford was also present in the month of January, when he again made a long speech. He knew all through the charges that were made against him in connection with Cessnock Road. Councillor Noble informed the Council Mr. Eckford told him he would, under the advice of his solicitor, remain away from three meetings, and he certainly did so, and part of the business had to be done when he was absent. When I asked Mr. Eckford at one meeting of the Council where the three missing men (Thomas, Anderson, and Avery) were, he threatened to throw the candlestick at me for charging him with robbery.

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189. Do you say that you stated your suspicions of Mr. Eckford to the Council? No; this was only the commencement of the matter, and until I got further evidence I did not like to think that Mr. Eckford would do such a thing.
190. Is there any record of what was said or done in the Council? No; only a minute of the fact that the committee was appointed.
191. What was the committee appointed for? The object is contained in the return laid on the Table, in the minute of the Council's proceedings on the 2nd November, 1868.
192. Was the committee appointed to inquire into the expenditure on the Cessnock Road? Yes.
193. And not into Mr. Eckford's conduct in any way? No.
194. Not to inquire into any malappropriation of the public money by Mr. Eckford? No.
195. But a malappropriation by these men? Yes; and after inquiry the committee decided to proceed against Israel.
196. Mr. Eckford was not a member of this committee? No, I should say not.
197. Did the committee inquire into the matter? Yes.
198. And they brought up a report? Yes.
199. Did they meet and examine witnesses? No, they did not.
200. You were a member of that committee? Yes, I was.
201. You are acquainted then with all the circumstances? I am.
202. When did they meet first? The first meeting was on the evening of the 2nd November.
203. When was the next meeting? They only met once after that.
204. Where did they meet? In the office of the Council.
205. Not in the streets? We did meet sometimes in the streets, and when we met we naturally talked the matter over.
206. As a committee? Yes, as a committee.
207. How did you hold the meeting;—I suppose you did not sit down on the ground? No, we stood in the streets and held a committee meeting.
208. Had you any clerk present to make a minute of your proceedings? No, we acted as clerk for ourselves. We do not go through all the preliminaries in the way you do here; we carried them in our heads.
209. You met in the streets? Yes.
210. And were your proceedings recorded in the streets? No, they were not.
211. Then in what way were your proceedings regular if they were not recorded? We did not require any record.
212. What was the subject discussed at these meetings? It was with reference to the summoning of Israel.
213. And all the time there was no record kept? There was not.
214. And still you were acting as a committee? Yes.
215. If you only met once in the office, was that when your report was drawn up? No; the report was a balance sheet,—that is all it was.
216. There was no other report than this balance sheet? No.
217. Does that balance sheet explain everything? No, it does not.
218. Who drew up this balance sheet? Mr. Hughes, the clerk to the Council.
219. Did he act as secretary to the committee? He did.
220. Did the committee order the balance sheet to be drawn up? They did; but there was another report drawn up by Mr. Thompson, and ordered to be prepared by the Council, and afterwards sanctioned by the Council.
221. But you said that the only report was a balance sheet? Yes, at that meeting of the committee.
222. Was this balance sheet submitted to the committee in the streets? No.
223. Was it submitted to them at that one meeting you speak of? Yes.
224. Where did you meet when you did not meet in the streets? In the office of the District Council.
225. And it was there that the balance sheet was submitted to the committee? Yes.
226. In due form, and with proper regularity? Yes.
227. Was there any minute of it made upon your proceedings? I do not know whether there was or not.
228. The balance sheet was submitted to the committee? Yes, on the night of meeting.
229. In the Council office and not in the street? Yes.
230. And was it submitted in due form by the chairman, and approved by the committee? It was.
231. In what sense was this balance sheet a report? In the sense that it was carrying out the instructions of the Council.
232. Was it put to the vote, paragraph by paragraph, like a report? No; it was sanctioned unanimously as a whole.
233. How do you know if it was not put to the vote? It was put to the vote as a whole, and agreed to.
234. Is that on record? No, I think not.
235. I suppose you carried that in your head? It was put to the vote and agreed to, and there could be no mistake about it.
236. Now, about this other report;—what was that? The other report was the one drawn up by Mr. Thompson. He was the solicitor appointed to conduct the case against Israel. Under the direction of the committee I employed him to draw up the report.
237. You were authorized to employ him? Yes.
238. Is that authority on record? No; it was a verbal authorization.
239. And you ordered it to be done? Yes, I ordered it, being instructed to do so by my fellow-Commissioners.
240. In the street, or in the Council? In the street.
241. Then you received your authority in the street, and then you ordered Mr. Thompson to draw up the report? Yes.
242. And did you submit this other report to the committee? No, to Mr. Thompson.
243. Do you understand my question? Yes; Mr. Thompson had all the documents in his hands, and it was submitted to him to draw up the report.
244. I understand that;—he drew up the report by your orders? Yes.
245. When you got it from him what did you do? I brought it into the Council; it was read and considered; some alterations were made in it, and then it was adopted.

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246. Was that report adopted by the committee and then submitted to the Council? The committee was the Council when the report was received and adopted. The members of the Council examined and adopted the report, they being members of the committee also.

247. Then they were sitting in Council as a committee? No, as a Council; as a Council they considered and sanctioned the report.

248. Is that a regular course of proceeding do you think? It may not be for a Parliament, but that is the way we do business in Maitland; we are not so particular there.

249. Then you brought up the report to the Council without first submitting it to the committee, and then it was sanctioned by the committee sitting as a Council? Yes; I could not do it in any other way; I only got it from Mr. Thompson just immediately before the hour of meeting.

250. Is this the report which was afterwards sent to the Government? Yes.

251. By the Council? Yes; I took it down to Sydney by direction of the Council.

252. Did they state when they forwarded it that it was a report of a committee? That I am not sure about.

253. Did the Council send the report to the Government? They did.

254. This report, drawn by Mr. Thompson? Yes.

255. How did it happen that it was not signed when sent first? It was by a mistake, I believe.

256. Is that another of the ways in which you do business in Maitland? Yes.

257. To send important documents up to the Government without their being signed? Yes; and what is more, the Government received the document, and did not detect the error until sometime after.

258. And it was on this that the action was brought against you by Mr. Eckford? Yes.

259. What evidence have you of that;—was there no other evidence against you on the trial than that report? No, nothing more.

260. Was it your report? It was the report of the Council, and consequently mine as Warden of the Council.

261. But I thought it was the report of a committee? It was the report of the Council as well as of the committee.

262. The two acting together in a joint capacity? Yes. We are not so particular about these things as you are in Parliament; we do not understand them.

263. You say that three men have been charged for, who never worked or lived on the road, and that the money drawn for their wages had been appropriated by some one else;—was that statement made in this book you speak of? No.

264. How was it that this was omitted from the book? It was omitted because Sheridan knew nothing about it.

265. Did you ever charge Mr. Eckford with having drawn out accounts for which he had received the money, in which were included the names of men who never worked on the road, and who never existed? Yes; I implied it. I asked him at the meeting of the 19th if he could show us where these men lived, or where they had been working, or could tell us of any one who knew them; and he was going to throw a candlestick at my head as an answer.

266. That, I suppose, is another of the ways in which you do things in Maitland? Yes; but I do not think that that can be said to be altogether unparliamentary.

267. What were the names of these four men? Avery, Anderson, Thomas, and Macavoy.

268. And you say there are no such men? Yes, no such men ever worked on the road. If they had I should have discovered them, for wherever an Avery or an Anderson could be heard of within 40 or 50 miles, I have been and visited him to try and find out if these road men existed. I heard of one Avery, and wrote to him, but he wrote me back an answer in his own hand, and as the Avery who purported to sign the voucher could not write, the man who wrote me the letter could not be the man.

269. Was not your charge against Mr. Eckford that he had purported to pay wages to these men, when, in fact, there were no such men engaged? Yes.

270. Do you not consider that to be a charge of gross peculation? Most certainly I do.

271. And having this charge in your own mind, did you go to Mr. Eckford and tell him what you had against him? I have told you already that I went to tell him, and he would not hear me; he told me to go to hell.

272. Did you make this charge openly against Mr. Eckford? Yes; it is in the report.

273. You made efforts to find these men, and could not do so? Yes.

274. And is that the sum total of your charge against Mr. Eckford? No; in addition, there is the fact that there was stated to have been paid to the carters, Israel and Carnailly, more than they ought to have received; and if the Government had assisted me, as it ought to have done, I would have been able to prove this by evidence.

275. These two men did not earn the money? The four men —

276. Was the money never paid to them? Nothing at all. Thomas could not have earned the money charged for him in the time set down, because, as I said before, the money had not been received from the Government, and we never employ men until we have the money. Then again, these men, all perfect strangers in the district, whom nobody ever knew, and who cannot now be found, are employed on the road, whilst three men who were in the regular employ of the Council are kept idle within 4 miles of where the work was to be done.

277. If these men did not receive the money what became of it? It went into Mr. Eckford's pocket I presume.

278. How was it you never made these charges in such a form and in such a way as would have given him an opportunity of meeting them? He knew it all well enough from the beginning.

279. How was he to know it—by intuition? He might have known it very well when I first refused to pay the account he presented.

280. These accounts were refused to be paid by the Council? Yes—Israel's and Carnailly's.

281. But were afterwards paid? Yes.

282. Not by the same Council? Yes. After the Council meeting had broken up, and I had gone away to Sydney, a second meeting was held by some of the Councillors, and the accounts were passed; and these gentlemen took upon themselves to sign two cheques for the money, which nobody but myself is authorized to do. I sent a protest to the Government, and requested them to stop the cheque, but they did not interfere in the matter.

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283. Do you think that these actions were illegal? I have no doubt about it, and it was upon that account that I protested.
284. How was it that the cheques were paid when you alone were authorized to draw cheques? I do not know; the Government must have known something about it. Some influence must have been brought to bear on them, and they authorized the payment.
285. On what Bank were they drawn? On the Bank of New South Wales, Sydney.
286. Do you think that, in this instance, they paid cheques which were not authorized? I think so.
287. In that event would not the amount be recoverable at law? I believe it would be.
288. Did you take any steps to recover the money? No; I had had quite enough of it with Mr. Eckford without beginning at the Bank, especially as the Government would give me no assistance. I would have proceeded against another of the Commissioners if the Government had only stuck to me; but it would help me in no way.
289. How did it happen that the Council met after its proceedings had been brought to a close, as you say? It was a meeting on Tuesday night, and the business was over, and the Council closed, and I had to leave to catch the train to go down to Sydney. After I left Mr. Bowden left, and then Mr. Keating and two other Councillors re-opened the proceedings, elected a chairman, and had the vouchers for Israel and Carnailly's work looked up; they demanded them of the clerk, who in the first instance was unwilling to give them. Whilst I was away, waiting the decision of the Government on the case, these Councillors settled the matter by passing the accounts and giving cheques for the money.
290. What do you mean by the Council closing;—had they met? Yes.
291. Was there a quorum present? Yes.
292. Had you gone through and concluded your business? Yes; the meeting had closed and I left the chair. After I left the office these three Commissioners constituted themselves into a meeting and did this illegal thing I have mentioned.
293. Had they the means of doing this in so irregular a way? It seems they had for they did it. At the same time they had not legally the power of doing it. It was all the doing of the Government, or it might have been put a stop to.
294. How could it be the doings of the Government;—did they send orders to do it? I do not know about that.
295. Could the Government know that such a thing was going to be done? I dare say not; but then the Government ought to have assisted their servant, the Warden, and have prevented the consequences which followed.
296. About this report;—you say it was adopted by the Council? Yes.
297. Was Mr. Eckford present? He was not.
298. How came you to bring the matter before the Council in Mr. Eckford's absence? Because Mr. Eckford had told Mr. Noble, one of the Commissioners, that he intended to remain away from Council sittings for three meetings, so as to give me an opportunity of saying something that might criminate myself, and lead me into a difficulty.
299. Who told you this? Mr. Noble; and the evidence to that effect is on oath. He mentioned it in the Council, and said that Mr. Eckford told him that he would not come to the Council for three meetings, to give me a chance of saying something that he could lay hold of.
300. Did he state this at a meeting of the Council? He did, and swore to it afterwards in the Supreme Court.
301. And Mr. Eckford, as a matter of fact, did not come for three meetings? I do not think he did.
302. Was it in his power to be present at the meeting when you brought up your report? That I do not know.
303. Did anybody at that meeting vote against the adoption of the report? Mr. M'Mahon and Mr. Keating voted, not against the report but for an adjournment of the discussion.
304. Did you send it to the Government as Warden of the Council? I did not send it; I brought it down to Sydney myself.
305. As Warden? Yes, and by order of the Council.
306. You found your claim to compensation on the circumstance that you lost the costs of an action brought against you by Mr. Eckford on this report; and further, on the fact that the Government guaranteed you against all responsibility in the matter. Now, on what grounds did you assume to have received this guarantee? On your own words, spoken to me.
307. Was anyone present when I gave you this guarantee? No one.
308. Did you not say that your attorney had told you to get this guarantee in writing? I did.
309. Did you ask for a written guarantee? No I did not, and the reason why I did not was what I have already stated.
310. What was it? That Mr. Parkes, Mr. Neale, and Mr. Byrnes all assured me that I was safe in your hands, and that you would see that justice was done.
311. Did you ever speak to Mr. Fitzpatrick on this subject? I did, and he wished me to see you about it.
312. Was he ever present during the conversations between you and me? No, he only introduced me once, I think, as far as the door, and then he left before our conversation commenced.
313. Can you say the exact words in which you asked me for a guarantee, and in which I answered that I would give it? I could not now give you anything nearer than what I have already said—what is written down in my memorandum.
314. Did you make use of the word "guarantee" in any way? I believe I did.
315. You say that we had a long conversation, and that in the course of it this talk about a guarantee occurred? Yes. You told me that if I could put my finger on the men the Government would see and follow the matter up.
316. Is this conversation set out in your memorandum? No, it is not.
317. What did we talk about during this long conversation? Generally about the roads of the district.
318. Can you give any idea as to the length of time we were conversing? I could hardly say.
319. Was it an hour? No, not so long as that.
320. How long—about ———? I should say about twenty minutes.
321. In what terms did I give you this guarantee; did I say, "I will guarantee"? No, you said that if we had not a competent man to undertake the matter that you would send some one up.

322. What for? To look into this matter; and when I told you that we had a man in whom we had confidence, you told me to let you have the report as soon as possible, and that you would then take steps at once. S. Scholey,
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323. It was when you came up first that we had this conversation? Yes, I brought the balance sheet, the vouchers, and Sheridan's time-table with me. These I showed to you, and on them this conversation took place. 12 Feb., 1873.
324. Did you ever correspond with the Government in my time on this question of a guarantee? No, I did not.
325. Do you remember Mr. Fitzpatrick being present on one occasion when we had a conversation together? No, not to my knowledge. I recollect his once coming to the door with me, but only to the door.
326. In speaking of a guarantee, was one ever given to you upon any occasion besides this? No.
327. This was the only time? Yes.
328. And you are sure it was given? Yes, or I certainly should not have sent in the report.
329. Would you not have sent in the report without this guarantee? I would not.
330. Would not the Government have made you send it in? They might have done so; but if they had, my case for compensation for loss would have been very clear.
331. But was it not your duty to have sent it? Yes, of course it was.
332. And could you not have been compelled to send it without this guarantee? The Government might have done so, had they been disposed.
333. Then how does the sending in of this report affect you;—in what way does it place you in the position of a claimant? Because I signed it on the distinct understanding that I should be guaranteed against all responsibility.
334. But were you not bound to sign as the chairman of the committee, or as chairman of the Council? No, I think not.
335. Not after the Council had adopted it? No; and I did not sign it, but took it down to the Government unsigned, and they received it. With all the boasted wisdom of the Sydney officials they took the report from me unsigned, and it was only afterwards that they returned it for signature.
336. Was it left unsigned on purpose? No, I will not say that.
337. Was that part of your system, or of the way in which you do business in Maitland? No, it was not.
338. Then your claim is for having signed the report? Yes.
339. And if you had not signed you would not have had this claim? No, for if I had not signed, Mr. Eckford could not have sued me.
340. Was John Sheridan ever confronted with Mr. Eckford? He was.
341. Where—before the Council? Yes.
342. And what did Mr. Eckford say? He said nothing but a lot of abuse—abusing everybody.
343. Did Sheridan at that time charge him with irregularities in regard to the wages? He did. It was all in the report.
344. But what I want to know is: When Sheridan and Mr. Eckford were brought together, face to face, before the Council, did Sheridan make these charges against Mr. Eckford? No, not before the Council.
345. Then it always happened that these charges were made behind Mr. Eckford's back? Yes, it did.
346. And you did not bring them before the Council? Yes, I did; and it was on my bringing them before the Council that the committee was appointed. It was from what I said to the Council that they decided upon a committee to inquire into the matter.
347. You have not a very good memory, I believe? If you had been battered about as I have been over this and other matters, I do not think your memory would have been improved.
348. How is it if you have a bad memory that it happens to be so good in my case? Because I spoke of what occurred immediately afterwards to Mr. Parkes, and at his suggestion made a memorandum of what took place, whilst the conversation was fresh in my mind.
349. You say that on the occasion of your holding an inquiry, Mr. Eckford went out and prompted one of the men, and that you have never mentioned that till to-day;—how was that? I do not know—perhaps because I never had occasion to mention it—perhaps because I was never asked about it.
350. Then you have no other evidence of this guarantee than your recollection of the conversation with me;—that is the only evidence? That and the letter from the Government, asking for the report to be signed.
351. Do you recollect this occurring in the course of my conversation with you—my telling you to put everything into writing? Yes, I do.
352. How was it that that did not suggest to you the desirability of having this guarantee put into writing? I was a new chum then to Government business, I suppose, and took the opinion of Mr. Parkes and Mr. Neale that you would see justice done to me.
353. Did I assure you that the Government would inquire into the matter? You did, over and over again.
354. Did I not require you to put all your information, charges, evidence, and everything, before the Government in writing as a preliminary to any inquiry? You asked me to get up a report.
355. Did I ask you to "get up" a report, because that would imply something improper? No. I do not pretend to say those were the exact words, but what you asked me for was a report on the whole affair.
356. In asking you this, was it my intention to ask you, Stephen Scholey, personally to do this, or to ask you as Warden of the district? I never thought about how it was you asked me, but I know you did ask me.
357. *Mr. Burns.*] When you came to Sydney, and first saw Mr. Forster, then Secretary for Lands, you came as Warden of the district? Yes.
358. You came to submit to the Minister the balance sheet prepared by the committee, according to which the accounts sent in were in excess of the actual expenditure by £109? Yes.
359. When you returned to Maitland did you report what had occurred to a meeting of the Council? Yes, as soon as I possibly could.
360. You verbally reported? Yes.
361. You have had in your hand a copy of a Return moved for, in which some of the minutes of the proceedings of the Council are to be found? Yes.
362. Will you turn to the minute of the 4th December, 1868? Witness reads minute. (*Vide Appendix A 6.*) 363.

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363. You are aware of this entry having been made? I am.
364. Was that substantially what you reported to the Council? It was.
365. Then in sending in the report, which subsequently reached the Government, you were acting first in your capacity as Warden, and next under the influence of the statement made to you by Mr. Forster, that you would be borne harmless? I was.
366. Your appointment as Warden is one that you received from the Government? It is.
367. All the other members of the Council are elected by the electors of the district? They are.
368. You are in some degree, from your position, responsible to the Government for the proper administration of the affairs of the Council? I am.
369. When it was reported to you that there was something wrong in reference to the accounts of the Cessnock Road, you considered it to be your duty to inquire into the matter, as Government money was concerned? Exactly.
370. I believe the whole of the money to be expended on the Cessnock Road was a grant from the general Revenue? It was.
371. How came you in the first instance to receive this statement or time-table kept by Sheridan? He told me at the second interview I had with him that he was keeping a time-table to see how the money was expended this year, for that last year he believed that the money granted for the road was not spent upon it.
372. Not that the grant had been left unexpended? No, that the money though received had not been spent. He said, when he heard that the money was all gone for the year, that he was sure there was at least £100 to be expended.
373. Then he spoke at this interview of something being wrong in the expenditure of that year? Yes. He said that if Mr. Eckford spoke about the money being expended there must be a mistake, for at least £100 must be left.
374. How did he come to say this? He said he had heard that the money was nearly all gone, but that he knew better, that it was not by £100 at least.
375. Did he say that he would give you a copy of his time-table? He did, and brought it down to me on the following Tuesday night.
376. You had then no suspicion of Mr. Eckford? None whatever.
377. Did you compare Sheridan's account with that sent in as for money expended? I did.
378. Having done that, what did you do? I went out on the road and made inquiries for the men Avery, Anderson, and Thomas.
379. How came you first to have a suspicion in regard to these men? The first thing that struck me was that Thomas could not have earned the money which was set down as due to him from the time I told Mr. Eckford that the money had come. When I told him the money had come there were five or six men waiting for employment, and none had been then engaged.
380. These men's names were not on Sheridan's time-table? No.
381. Did you go and look for them? I did.
382. And got other persons to search for them? Yes.
383. How many? A good many. Six or seven, or perhaps more.
384. All these persons agreed that these men had not been then on the road, and that there were really no such persons? They did.
385. How did Mr. Eckford first come to learn that there was some inquiry going on? In the same way that I did.
386. In what way? He was told it. The night the committee was appointed his friends in the Council let him know about it.
387. *Mr. Webb.*] I do not quite understand about the constitution of the Council;—six members you say are elected? Yes.
388. And a seventh person, the Warden, is appointed by the Government? Yes.
389. Is there any instruction given to the Warden as to his duties? Yes. There is a charter under which he acts, and which explains his duties.
390. That you have? Yes.
391. Can you produce it to the Committee? I will do so.
392. Has it always been customary for the Warden to be chairman of the Council? Yes; no one else can take it whilst he is there.
393. Has it been customary for the Warden to sign all the cheques of the Council? That is varied. It is arranged according to a vote of the Council.
394. How do you mean varied? I mean that the Council appoints some person to sign cheques, and that this is sometimes changed. Previous to my being Warden three Commissioners had to sign the cheques. That was found to be very inconvenient, and then I was appointed.
395. In 1868 what arrangement was there for signing cheques? I signed them.
396. Any one else? Only Mr. Hughes, the secretary; he countersigned them.
397. Was the member to sign cheques appointed by resolution of the Council, or by the Government? By a resolution of the Council.
398. In 1868 you had £350 handed over to you by the Government for expenditure on the Cessnock Road? Yes.
399. Was the amount for that road alone? Yes; for 14 miles of it.
400. That came entirely from the Government? Altogether.
401. It did not include any rates or assessment? Nothing. It was a grant from the Parliament.
402. And you, as Warden, and representing the Government, were supposed to look after the proper expenditure of the money in the public interest? I was.
403. When the money was earned on the different roads, on whose voucher was the cheque issued? On the voucher of the Commissioner, who had charge of that particular road.
404. And as regarded this Cessnock Road, Mr. Eckford was the sole Commissioner entrusted with the charge of it? He was.
405. No one was connected with him in it? No. He ought to have had some one with him, but he did not.
406. Then you were called upon to sign cheques upon his giving vouchers? Yes. The cheques are given upon a written order, signed by the Commissioner in charge. We have a regular printed form for the purpose.

407. With reference to your power of interference, I wish to know whether you can tell me, from memory, whether you have been authorized by the Government, verbally or otherwise, to look after these Commissioners; or whether you are authorized by the Council to look after each district allotted to the various Commissioners? There is no special power, but then custom steps in, and it has always been the custom for the Warden to look after the expenditure on all the roads. S. Scholey,
Esq., M.P.
12 Feb., 1873.
408. Does the charter of the Government give you the power? That I do not know.
409. Whilst you have acted as Warden you have constantly inspected all the various roads entrusted to these Commissioners? I have.
410. Has any objection ever been made to your so doing? Never.
411. You left the Council to come to Sydney, and afterwards they had a meeting when you left? Yes.
412. How were these meetings called? We had two kinds of meetings—monthly and special meetings.
413. How are the monthly meetings called? By public advertisement.
414. Is there no circular notice sent to the Councillors? No. Only an advertisement in the newspaper.
415. An advertisement calling them together? Yes. We meet regularly on the third Tuesday in the month, so that the day of meeting is well known, and besides that an advertisement is published in the paper.
416. Can the meetings take place without this advertisement? No; they cannot. As Warden I publish the advertisement calling them together.
417. At all these meetings, when inquiry was made into these charges against Mr. Eckford, were they duly advertised? They were.
418. Now as to a special meeting;—how is that called? By advertisement, the same as the others.
419. Was it a special meeting when the committee was appointed to inquire into this expenditure on the Cessnock Road? I think it was.
420. Was that convened by advertisement in the usual way? It was.
421. Is there any specified time for giving the notice in the paper—so many days before the meeting of the Council? No, nothing of the sort.
422. Do you know, as a matter of fact, what notice was given—what time intervened between the publication of the advertisement and the meeting? It was published in the *Mercury* of Saturday before the Tuesday on which the meeting was held.
423. And these meetings were all duly advertised? They were.
424. In the way you had always been accustomed to advertise? Just the same.
425. And Mr. Eckford could have seen the advertisement had he looked for it in the usual way? Of course he could.
426. Do you know if Mr. Eckford was there in Maitland at the time, or whether he was away? I do not know.
427. Then it was a special meeting when the committee was appointed to inquire into the expenditure? Yes, I think it was.
428. And when your report was brought up was that a special meeting, or was it an ordinary monthly meeting? It was brought up on the 2nd November, and that would be a special meeting. Our regular monthly meeting would fall on the 17th November.
429. When the report that was sent to the Minister for Lands was adopted, was that a general or a special meeting? That was on the 9th December—that would be a special meeting.
430. When was your first meeting held on this subject? On the 2nd November, when the committee was appointed.
431. And the next? The other, when the report was adopted, was on the 9th December.
432. Do you know, as a matter of fact, whether Mr. Eckford was in Maitland, or in the neighbourhood, or had he been seen there between the 2nd November and the 9th December? Yes, he was at home between those dates, for I saw him and spoke to him.
433. Did he know of this meeting being about to take place? He must have known it, for he takes in the *Mercury*, and I suppose reads it.
434. Did you see him between those two dates? Yes, I have no doubt about having done so.
435. Had you any conversation with him? That I do not recollect.
436. Did he attend any meetings between those two dates? He attended the meeting of the 17th November, and protested then against the Council interfering with his road, or appointing a committee to inquire into the expenditure, or doing anything in the matter in any way.
437. Then he knew at that meeting that the Council had his case under consideration, and protested against their going into it? Yes, he did.
438. Therefore he must have known what was going on? Yes, he knew all about it the same night the committee was appointed. I am aware that he knew all about it, because Mr. Keating, one of the Councillors, went and told him after the meeting was over.
439. At the time these cheques were given to Israel and Carnailly were you the Warden of the district? I was.
440. Do you know how it was the men came to be paid? I do not. I was absent at the time; and as the Council had adjourned, and the whole thing was illegal, I reported the matter to the Government.
441. I do not understand you very clearly as to what time it was this meeting was held at which the money was paid—you went away you say at 5 o'clock? Yes.
442. Did you attend a meeting of the Council on that day? I did.
443. At what hour? We met at 2 o'clock.
444. And was all the business concluded and the Council dissolved before you left? Yes.
445. Was there any advertisement in the paper calling the Council together at a later hour? No.
446. Do you know, as a matter of fact and of your own knowledge, whether the Council had been adjourned or dissolved before these other proceedings were entered upon? No, I only know it from the report.
447. You were not there? I was there up to 5 o'clock, and then I left.
448. When did the Council separate to your knowledge? At half-past 4 o'clock.
449. And had you finished the business and adjourned the Council? I told them that the business was all completed, and that I had to go away.
450. Were they still sitting when you left? I think not. Part of them, I think, were sitting at the table talking.
451. Then they had not left the room when you left? No.

- S. Scholey, Esq., M.P.
12 Feb., 1873.
452. But if you left them they would be without a chairman? So they were, but they elected another by vote.
453. Was that a special or a general meeting? It was an ordinary monthly meeting; and there is no law about the business not going on in my absence.
454. Now, as a matter of fact, would you have sent in this report to the Government, and put your name to the foot of it, if you had not understood from Mr. Forster that you were to be held harmless? Most certainly I should not.
455. None of the other members of Council who signed the report were proceeded against except yourself? No; but they would have been had Mr. Eckford been successful in his action against me. He said repeatedly that he would make it the ruin of the whole of them.
456. And what you did was done in protection of the public purse? It was, and for nothing else.

WEDNESDAY, 19 FEBRUARY, 1873.

Present:—

MR. BURNS,	MR. WEARNE,
MR. PARKES,	MR. WEBB,
MR. TUNKS,	MR. CUNNEEN.

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

Stephen Scholey, Esq., M.P., was called in and examined:—

- S. Scholey, Esq., M.P.
19 Feb., 1873.
457. *Mr. Burns.*] I want to know when you first communicated to Mr. Eckford or to the Maitland District Council that you had received information of a character to call for inquiry as to how the Cessnock Road business was being managed? On the 2nd of November I communicated that to the Commissioners.
458. At East Maitland? Yes.
459. Was that at a regular meeting of the Commissioners? It was at a regular meeting of the Commissioners.
460. The meetings of the District Council were previously advertised in the paper? They were always advertised, ever since I have known the Council.
461. *Mr. Parkes.*] You communicated to the Commissioners on the 2nd of November of what year? 1868.
462. *Mr. Burns.*] Was not Mr. Eckford present at that meeting? No; he was not.
463. Had you any communication with Mr. Eckford previous to that, either verbally or by correspondence? Yes; I was with him on the road on the 28th of October, on the Wednesday, and he was talking about the road and many other things; I said nothing to him but that there was something wrong on the road; I told him so on the Tuesday.
464. Did you say anything about any intention on your part to have the matter mentioned at the meeting of Commissioners? I did; I told him it was my intention to have it looked into and fully sifted.
465. Did you tell him that it was your intention to have it mentioned at the next meeting of the Council? I did.
466. Did you mean that you told him on the Cessnock Road? No, near the foot of the Long Bridge. He was driving into town; he asked me where I was going, and I told him that I was going to take delivery of some sheep.
467. How long after was the Commissioner's meeting held? About four days afterwards.
468. So that in addition to the notice of the regular advertisement, you had mentioned to him that it would be brought forward? Yes, that the matter would be inquired into.
469. What was done at that meeting? A committee was moved for by Mr. Noble, seconded and carried.
470. The committee was appointed in consequence of what? The committee was appointed in consequence of what I said to the Commissioners—that I believed that fraud had been committed on the Cessnock Road.
471. Did you see Mr. Eckford at any time after the appointment of that committee and before any report was furnished to the Council? No, I do not know that I did.
472. That committee brought up a report? That committee brought up a report.
473. Who drew up the report? Mr. Hughes, the secretary to the Trust.
474. Under the direction of the committee? Under the direction of the committee.
475. Did the committee make inquiries about the statements of Sheridan? I believe they did; I did, and Mr. Bowden stated that he had done so.
476. Did they make inquiries to see if they could find those men who were missing? They did.
477. The whole of the committee? I am not sure; I know Mr. Bowden did.
478. To what effect was the report? With reference to the statement of Sheridan and the statement of Mr. Eckford, by his vouchers we saw that there was a balance, £109 5s. 10d., which we believed had not been paid.
479. The report was to the effect that the committee believed that Mr. Eckford's accounts were in excess of those of Sheridan's by £109 odd? Yes.
480. And that Mr. Eckford had not paid this additional or extra sum? Yes; we knew that from Mr. Keating on the 2nd of November.
481. Was the next meeting of the Council advertised in the usual way? On the Saturday before.
482. Do you know whether Mr. Eckford was in town? Yes.
483. Did he attend the meeting? He did attend the meeting of the 17th November.
484. The meeting of the Council? Yes.
485. And was the report then read out to the meeting? The report was read out to the meeting, and I made a statement with reference to it, explaining the whole matter.
486. Mr. Eckford could understand from the report being read that this charge of malversation of the Trust lay against him? Undoubtedly,—it was quite clear.
487. Did Mr. Eckford then make any statement with reference to the matter himself? Yes, he argued that we had no right to appoint a committee to inquire into any moneys that had been spent, and he protested that the whole of the moneys had been totally expended.
- 488.

488. Did he enter into any explanation of the matter, or question your authority to interfere? He questioned our authority to interfere, and defied us. S. Scholey,
Esq., M.P.
489. Did he make any explanation as to the missing men? No, he never touched upon it.
490. Did he speak in any length at this meeting? He spoke for a long time, and after he found that we would not take any notice, he asked us to apply to him for information. He said, "I hope the committee will apply to me for any information they require." 19 Feb., 1873.
491. Had not the committee by this time reported? Yes.
492. What more information did he think they wanted from him? I do not know—perhaps about the missing men.
493. Did you ask him to explain those charges to the meeting? No, I did not.
494. What was done by the Commissioners with the report? They agreed to summon Israel, and then Carnailly after.
495. These men were charged with having demanded more than they had really earned on the road? Yes.
496. But with respect to the charges as against Mr. Eckford—what course did the Council agree to take on that occasion? They did not agree to take any course at that time.
497. After the proceedings against these men failed, as you have told us before, what further was done under the direction of the Council as to the charges respecting Mr. Eckford? The committee still continued making inquiries.
498. Were the committee reappointed? They were reappointed, with all the powers they formerly held.
499. What did they do? They decided to refer the matter to the Government.
500. Did the committee decide to refer matters to the Government, without first asking the concurrence of the Council in that course? Yes; their power was to take such a course as they thought proper. You will find it in the minutes on the 2nd of November.
501. Were the Council consulted about referring the matter to the Government at that time? No.
502. In referring the matter to the Government, were you requested to come to Sydney and see the Minister for Lands? I was.
503. Requested by the committee? I was.
504. And when you returned to Maitland, after seeing the Minister for Lands, you reported to the Council your recollection of what occurred between you and Mr. Forster? I did; I made a memorandum.
505. Have you got the minute-book with you, giving your report of that interview? I produce the minute-book of the Maitland District Council, showing the minutes of the 9th of December, 1868.
506. You produce this book? I do.
507. Containing an entry of your report to the District Council on your return from Sydney? Yes.
508. Was Mr. Eckford present at this meeting where you made this report of what you had done in Sydney? No.
509. He was not at that particular meeting? He was not at that particular meeting.
510. Had the Council received information in any way of Mr. Eckford not intending to be present at any meetings of the Council? Mr. Noble stated that Mr. Eckford did not intend to be present at any meetings of the Council for three meetings.
511. And these three meetings had not expired when you brought up that report? No.
512. I believe Mr. Noble was examined after in the Supreme Court? He was.
513. On this point? Yes.
514. Did he swear in the Supreme Court that, as he had told the Council, Mr. Eckford told him that he would not attend three meetings? He did.
515. Mr. Eckford remained away? He remained away.
516. Was that report agreed to by the members of the committee before you submitted it? No; we did not receive the report until about an hour before the Council met; and it was placed on the table and discussed on the table.
517. Did the sub-committee give directions to Mr. Thompson to state what the report was to contain? They did through me.
518. Did they agree beforehand as to the facts to be embodied in the report? They agreed beforehand as to the facts to be embodied in the report.
519. The report was prepared on the part of Mr. Thompson as a professional man? Yes, he put it together.
520. You knew beforehand what the report would be? Certainly; we furnished him with all the papers.
521. And the first time the report furnished by Mr. Thompson was seen by the Committee was when it was brought to the meeting of the Council? Yes.

Mr. Joseph Eckford was called in and examined:—

522. *Chairman.*] Were you a member of the Maitland District Council in 1868, Mr. Eckford? Before I answer any questions I want to know from this Committee whether I shall be allowed to give the circumstances surrounding any questions that may be put to me, and for various reasons. For instance, supposing that questions are going to be put to me in a dry manner, I decline to answer them, whatever the consequences may be. I should like to know from you whether I may give a full explanation to any question that you may put to me? Mr. J.
Eckford.
523. *Mr. Parkes.*] I presume Mr. Eckford will be allowed to answer any question in his own way.
524. *Chairman.*] You will be at liberty to make any explanation you choose, which may be necessary to make your answer explicit. Were you a member of the Maitland District Council in 1868? I was. 19 Feb., 1873.
525. Was the whole of the money granted for the repair of the roads in the Maitland District handed over to this body for expenditure? Yes.
526. Did the Council, by resolution, appoint particular Commissioners to superintend the expenditure on certain roads? Yes.
527. Were you appointed to superintend and overlook the expenditure on the road from West Maitland to Cessnock for the year 1868? Yes.
528. Do you remember the amount that was put to the credit of that road for that year? I think it was about £350; I am not sure.

- Mr. J. Eckford.
- 19 Feb., 1873.
529. Did the Warden, in 1868, make some complaint about the manner of the expenditure on this road? Not to me.
530. Are you aware that he made any such complaint? I am aware that he made such a complaint, and also that a committee was appointed to investigate into his complaint.
531. A committee of the Council? Of the Maitland Council. I am aware also that no committee ever took any action in the matter. I am aware also that Mr. Scholey also came down to Sydney, as he stated, under legal advice, to see Mr. Parkes, and not as you stated, when you moved for this Committee, to inquire into the matter. If you are reported correctly, you stated that a committee sent him down. No committee took any action in the matter. No committee ever made the slightest inquiry into the matter. The committee did nothing of the kind.
532. Are you not aware that on the 2nd of November a committee was appointed in the Maitland District Council to investigate this matter? Only by the records of the District Council office.
533. Are they not the proper records? Certainly. A committee was appointed.
534. To investigate into the representations made by the Warden? Yes.
535. Did it come to your knowledge that this committee brought up a report respecting the expenditure on the Cessnock Road? No; it came to my knowledge that they never took any action, and that can be proved if you bring the secretary here and the minutes. The committee never made any inquiry, as you will see if you refer to William Keating's letters. He was one of the committee, and he distinctly states that he never took any action whatever—that no action was taken. Mr. Keating, as one of the committee, states that no action was taken by the committee; that Mr. Scholey, of his own accord, got up this report.
536. Did I understand you to say that this committee, appointed by the Council, never brought up the report? The committee never brought up the report.
537. Have you the votes and proceedings before you of the Maitland District Council? I have got before me the correspondence ordered by the Legislative Assembly to be printed on the 19th October, 1869, which passed between myself and the Government, and between Scholey and the Government.
538. If it is stated in a minute of the District Council of 17th November, 1868, that such a report was brought up and adopted;—is it not likely to be a fact? It is not a fact. The report was brought up by Mr. Scholey. If you refer to the first page of this correspondence, you will there find that Mr. Scholey distinctly stated that, under legal advice, he had visited Sydney and seen the Minister for Lands, and in the concluding portion of this document it is stated that Mr. Keating moved a resolution that the editor of the *Maitland Mercury* should be requested not to report any of the proceedings until after the next meeting; and this report was the report that Scholey has stated over and over again on oath was drawn up by Thompson; and the authority was stated by him to have been given to him by Mr. Forster, which Mr. Forster denies. The report was submitted to the Council at their Board meeting. It was the report of Scholey, not of the committee, because the committee never took any action, which the secretary to the Council will prove by the minute-books. There is no minute that such a meeting ever took place; it was the action of Scholey in bringing up this report, which he got drawn up by Thompson, the lawyer. If you peruse the paper all through you will there find it as plain as possible.
539. Were you at a meeting of the Maitland District Council, which took place on the 17th November, 1868? Will you tell me what that meeting was?
540. On the votes and proceedings it appears? I was not at a meeting where a committee was appointed to investigate into this matter, if that is the meeting you allude to, but I was at a subsequent meeting, at which I distinctly asked the Commissioners, the Warden in particular, to apply to me for any information they required in the matter, and I should be happy to give it them.
541. At the meeting of the 17th, as officially reported, it is represented that a report was brought up from the committee appointed on the 2nd of November? I was there on that day.
542. It is represented there that a report was brought up from the committee;—is that a fact? It represents that, but at the same time Mr. Scholey at that time had a brute majority there that would vote on anything he thought fit to bring in. He had a majority that was bought by trust funds; that can be proved. If you look to the evidence you will there find that the Commissioners were dabbled with and tampered with in a most indecent manner.
543. After this report was brought up, you are aware that Mr. Scholey forwarded it to the Minister for Lands of the day? This is not the report that was sent in; that is a verbal statement, made by Scholey to the Commissioners on that occasion—a verbal statement and not a report. The report is not embodied in this document, but it is here. That report was never submitted, but it was a verbal statement, made by Scholey. If you look at the date of Scholey's report, submitted the 9th day of December, you will see that it is the date on which Mr. Parkes was going to move his vote of want of confidence against the late Parliament. That is the report that came here that was handed to Mr. Parkes in the Assembly to read, or rather in one of the ante-rooms.
544. You were not present when this report was brought up? No; I say it was a verbal statement of Scholey's; but the report, as embodied in these documents, was brought up and adopted on the 9th of December; I believe it was the 9th of December.
545. After the report was brought up are you aware that it was forwarded to the Minister for Lands? I wish to be clearly understood about this. The report that you have alluded to—the report that you are complicating with the report sent in on the 9th of December—was a verbal statement made by Scholey on the 17th of November,—I think it was the 9th December; I was then in Sydney.
546. The report that was sent in, signed by Stephen Scholey, Patrick O'Brien, John Bowden, and John Noble;—is that the report you refer to? That is the report, not submitted on the 17th November, that was the 9th December.
547. You are aware that the report signed by the gentlemen named was sent to the Minister for Lands of the day;—you are aware of that fact? I am aware that a report as embodied here was carried to the Minister for Lands by Scholey, not authenticated, but afterwards sent back for authentication; and when authenticated it was either sent or carried back again to the Minister of Lands, and I got the report to reply to.
548. By whom is that report signed? By four or five of the Councillors.
549. Did you take any action upon this report, or upon any statement contained in it? Certainly. I wrote a letter to the Minister for Lands, dated Sydney, the 11th of December, requesting the Minister for Lands, before he came to any decision, to let me have a copy of the report that was sent down against me.

My letter was dated Sydney, the 11th December. I do not know what date I got the report; but as soon as I got the report, the first meeting afterwards I attended the District Council.

Mr. J.
Eckford.

550. He states that the report was brought up on the 17th November? No report, I tell you again, was brought up on that date.

19 Feb., 1873.

551. Is it not so stated in the minutes of 17th November, 1868. (*The minute-book of the Maitland District Council was handed to the witness*)? Certainly not; it does not say anything of the kind.

552. Read what it states? "The secretary read the minutes of previous meeting, as usual. Considerable discussion arose as to their correctness——"

553. Is that on the 17th of November? These are the minutes of the 17th of November, 1868: "Considerable discussion arose as to their correctness, Mr. M'Mahon taking objection to that portion of Mr. Noble's resolution in reference to the expenditure on Cessnock Road, which gave the committee appointed for the purpose power to take such steps as they might deem advisable. Mr. Scholey moved that the minutes be confirmed. Mr. M'Mahon moved an amendment."

554. What was the amendment? "That the portion from the words 'and take' be omitted, seconded by Mr. O'Brien; the resolution was carried. Minutes confirmed. The Warden then proceeded to state"——

555. What date is this? The 17th of November, 1868: "The Warden then proceeded to state that he went to Bishop's Bridge on Tuesday, October the 6th, and saw a large quantity of stones across the road; he remonstrated with the men for thus placing them, and the same day mentioned the matter to Mr. Eckford. On Monday, 12th, he again went out and arrived there at 6 a.m., saw none of the workmen but Sheridan, and asked him if that was the usual time of going to work. Moylan and Hennessy arrived at 7-10. Asked Sheridan if Doran, the overseer, had come. He replied, no. Asked where was the carter. Moylan replied, he was not going to work until Wednesday. Mr. Eckford called at the office as usual for his payment, but he declined paying until all the men were present, suspecting something was wrong as to the time the men had been working. On the 29th, some of the men came to be paid, Mr. Eckford being present. He (the Warden) questioned Moylan (the first to be paid) as to Israel (the carter's) time; he said at first he did not know how long he had worked, but afterwards said eleven days. Hennessy said he did not know how long Israel had worked; only knew his own time. Sheridan said Israel worked nine days; and Carnailly (another carter) two days, whereas he demanded payment for nine days. Welsh at first did not know how long Israel had worked, but afterwards said he thought he was idle a week. Israel said he had made thirteen days, having commenced on a Monday and left off on that day fortnight. He might say that Sheridan was a man holding high testimonials of character from Capt. Russell and J. F. Burns, Esq., and any statement he made could be relied upon. Doran was not present. Considering all the circumstances, the committee appointed to investigate deemed it desirable to obtain legal advice. Mr. Thompson, solicitor, advised him to institute proceedings against Israel, and the result had that day been made known." Now I will explain this matter to you, for I presume the Committee wants nothing but what is correct and fair:—The committee that was appointed to investigate into this matter met opposite Smail's mill; they were to meet Scholey that morning, as I have understood from Keating; they were to meet at Thompson's office to do the needful. Scholey did not come in time. Mr. Keating and Mr. Bowden were going to East Maitland. You will find that embodied in my reply. What I am now stating is in the reply I sent in to the charge in the first instance. It was decided to summon one of the men (Israel) to the Court for attempting to defraud the public—for attempting to obtain money; that is the meeting, but there is no record of that from the committee at all. This is the statement made by Mr. Scholey:—They met in East Maitland, opposite Mr. Smail's old mill, and they then decided (the three of them) to summon this man (Israel) before the Court, for obtaining money under false pretences. The minutes go on to say: "Mr. Keating endorsed all that was said by the Warden, so far as his knowledge of the Warden's statement was correct. Mr. Bowden coincided with all that had been done by the Warden and committee, they having documents in possession to contradict the demands of the men, and hoped that the full particulars respecting the case would yet be made known. Mr. Eckford explained that on Monday afternoon, Doran called at his house with the account of the men's time, but, just going out on important business, was not sure whether he took the paper or not, or whether Doran put it on his desk—he could not remember; neither could he remember whether he wrote from Doran's dictation or not. He afterwards saw Israel and asked his time; he said thirteen days, out of which he (Israel) had received from Mr. Eckford payment for four days as an advance." I was in the habit, if the men were a fortnight or a little longer without their money, of making an advance; if they wanted a pound I gave it, and I sometimes went to the store and asked them to let the men have provisions, and I would see that the account was paid. The minutes go on to say: "He would have been present at the last special meeting, but was detained at home on account of ill health. Mr. M'Mahon considered that the Commissioners had overstepped their duty, and had treated Mr. Eckford discourteously. They could have instructed the secretary to write to Mr. Eckford, and wish him to be present. On the motion of Mr. M'Mahon, seconded by Mr. Noble, it was unanimously resolved that the report of Messrs. Scholey, Bowden, and Keating, as just read, be adopted." That was a verbal statement, and not this report, that brought about this litigation. "Mr. M'Mahon moved, that no further legal action in reference to the demands of the Cessnock Road workmen be taken. Not seconded. The Warden moved, that the committee retain the power given them by resolution of the 2nd November. Seconded by Mr. Bowden, and carried. Mr. Eckford hoped that the committee would apply to him for any information they required."

556. This was on the 17th of November? Yes, I will read it again: "Mr. Eckford hoped that the committee would apply to him for any information they required." The committee never applied to me for any information whatever. Scholey swore upon his oath in the Court, in the trial of the action for slander, on the 29th of October, that they believed the thing was so very bad that they should not ask me a question.

557. Would you turn to proceedings of the 9th December, 1868 (*Witness turned to the minutes recording the proceedings of the 9th December*)? This is it.

558. Do you find that there was a report from the committee on the Cessnock Road brought before that meeting, and adopted by a majority of four votes? I find that a report was brought in on the 9th December. There is not any necessity to look at the minute-book, because it is here on this document. (*Return respecting Cessnock Road, ordered by the Legislative Assembly to be printed, 19th of October, 1869.*)

559. Please read the proceedings of 9th December? I will read the proceedings. I see it stated here that, under legal advice, Scholey visited Sydney to see the Minister for Lands.

560. That would not be on the 9th of December? No; but this is what he stated.

561. But can you lay your hands on the proceedings of the 9th of December? These are the proceedings of the Council on the 9th of December. This is Scholey's opening address, when he moved the report.

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562. Yes? Under legal advice he said he visited Sydney. He goes on to say a report of the circumstances of the case, in which the committee of investigation had made inquiries, had accordingly been drawn up by Mr. R. W. Thompson, and was now before the Council. This report was made up from the documents in the office, and from the result of the committee's inquiry. As I stated just now, this report was moved. Mr. Scholey had a majority in the Council, where he could carry anything, and do as he thought fit. I say it was carried by brute force by the Commissioners. If you will refer to Keating's letter of the 18th of February, addressed to me, you will find the particulars there.

563. After this report was sent in, did you take any legal proceedings against Mr. Scholey for any statement made in it? Yes.

564. What was the result? I proved the whole of his statements to be untrue.

565. What was the result of the legal proceedings;—did you get a verdict? No, Scholey got a verdict; he got the verdict by the exertions of certain gentlemen that I was astonished to see interesting themselves in the affair.

566. Had he to pay the costs? I do not know whether he paid them or not; he took a writ of *ca. sa.* to incarcerate me for those costs, and he kept me away from home for three months. That shows that at that time he did not think he had any claim upon the Government. He would have incarcerated me if he could.

567. It is very probable that he had to pay those costs? I do not know anything about his business; I only know my own. I know he wanted to put me in gaol for them.

568. The Government forwarded you a copy of this report when they received it? I got the report itself, and I replied to it.

569. In this report there were certain allegations which you thought were false? I do not think they were false, but I have proved them in a Court of Law to be false.

570. On those allegations you raised your action against Mr. Scholey? On those allegations I brought my action against Mr. Scholey. I proved them all to be false. There is Mr. Scholey writing a letter to the Government, dated August 24th, 1869, complaining of the District Council for having paid two sums of money which he charged me with stealing in 1868.

571. When you state that the report was carried by the East Maitland District Council by brute force —? I say it was carried by a majority that Scholey had packed. If you will only read over Keating and M'Mahon's report upon certain circumstances respecting the repairing of punts, you will there find something very dirty. There was a packed majority there. There was a man named O'Brien, whose brother-in-law, Lloyd, took a contract for repairing a punt; and if you read the circumstances of the case, I am sure you will see it is disgraceful.

572. Was there any particular part of this report that Mr. Scholey sent into the Government that you considered yourself libelled in? I considered myself libelled by Mr. Scholey having represented that I had been guilty of sixty-four capital offences, thirty-two forgeries, and thirty-two embezzlements. I considered myself libelled in that matter, and I myself proved unmistakably in a Court of Law that the moneys were paid. Two of these items were paid by resolution of the District Council, in August following—two items that he charged me with stealing ten months previously.

573. *Mr. Webb.*] You brought an action against Mr. Scholey? Yes, I said so just now.

574. You stated that Mr. Scholey obtained a verdict? Yes, I stated that he obtained the verdict.

575. Consequently, as the verdict went in Mr. Scholey's favour, I suppose he was entitled to costs from you? I do not know anything at all about it.

576. Do you not know it as a matter of fact? I know that there are many verdicts given that ought not to be given.

577. You need only answer me, yes or no; my questions will be straightforward. Did you pay the costs? No, I did not. I stated I did not. Did not I state that Scholey took out a *ca. sa.* writ to put me in gaol for them?

578. Although Mr. Scholey may have taken out a *ca. sa.* writ to put you in gaol, is it not possible that you may have paid them afterwards? I did not pay them, because I had not got it to pay them; and I stated so just now to the Chairman.

579. At the meeting of the 17th November, that you make a great deal about in reference to a report, you are aware that at that meeting the report that you have referred to was merely the report of the Warden to the Council—was it not? I say it was a verbal statement made by the Warden to the Council.

580. On that verbal statement the committee was appointed to inquire into the statements then made by Mr. Scholey? Certainly not. The committee was appointed previous to that, and the committee had never taken any action.

581. When was the committee appointed? At some meeting called by Scholey previous to that. You will find it in the minute-book.

582. *Chairman.*] The committee was appointed on the 2nd November, 1868? —

583. *Mr. Webb.*] On the 9th December the committee brought up the report? No; no committee brought up any report. I repeat it again, Scholey was in Sydney. On the Friday night, he telegraphed to the secretary to call a meeting of the Trust for the Wednesday following. He went himself—I give you his own words now—to Mr. Thompson on the Saturday, and got Mr. Thompson to draw up a report. Mr. Thompson drew up a report, and notwithstanding it may be embodied in the minute-book—

584. I do not want to know whether he brought it up in writing, but merely as a matter of fact whether the report is recorded? I say a report was brought up by Scholey, but was drawn up by Thompson at Scholey's dictation, and submitted to this Council, in which he had a majority, and carried. Members of the Council protested against it, and said it was indecent to do it.

585. At all events, that report was adopted by the Council? Scholey's own report was brought up and carried by a majority of the Council. I presume that this Committee, to-day, is a Committee to inquire into truth and justice, and not to have any legal and dry quibbling in it.

586. The report that Mr. Scholey brought up, which you call his own report—was not that approved of by a majority of the committee appointed? I say so. I wish it to be clearly understood, that although it is in that minute-book, that it was not the report of the committee, because there is Mr. Keating's letter, which says a report was drawn up on the 10th December. The Warden moved the adoption of it, and it was carried.

587. It appears that there were two or three of the Council who did not approve of the report, and that a majority carried it? A majority of them carried Scholey's report.

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588. This committee brought up to the Council a detailed statement of moneys said to have been paid, and also a statement setting forth amounts that should not have been paid;—have you ever seen that statement? Certainly; it is here in these papers. I see it now.

589. I see in that statement there is one amount said to have been paid to a man named Thomas? Yes.

590. William Thomas is put down for £7 4s. 8d.? Yes.

591. I think particular reference is made to this amount? Yes.

592. Did ever you prove, to the satisfaction of the committee, that that £7 4s. 8d. was paid to William Thomas? Dear me; if you will see the minutes, where it distinctly states I offered to give the committee any information they required. The committee never asked me for any information, and therefore it was impossible for me to give them any information.

593. Did you prove it in the Supreme Court? I proved it in the Courts of Law.

594. Did you produce the man? No, but I produced people who saw him, and swore to having seen him at work.

595. There is John Anderson put down for £7 4s.;—did you produce him? No; I proved in the Supreme Court that the man was there with the men at work: two parties who saw him receive his money.

596. There is another person named William Avery—£7 4s.? Which was proved in the Supreme Court.

597. Did you prove that all these other amounts were duly paid? I proved that all these other amounts were duly paid.

598. Do you not think, then, that it was a wonderful thing, after this, that Mr. Scholey got the verdict? I do not think it is at all a strange thing, after seeing the gentlemen that collared the jurymen every time they came out of the Court. Every time they came out of the Court Mr. Tunks would collar a spirit-merchant down the street, and Mr. Davies would collar another.

599. Did you produce any one of these men? Certainly not. If Scholey had made the inquiry at the proper time they would have been forthcoming.

600. That will not do; it is of no use. I do not care to hear any statement of yours against people who have nothing to do with the statement before us? I think Scholey has a great deal to do with it.

601. Your statement about those who you say attempted to interfere with the jury is quite gratuitous? I do not think it; and I stated to the Chairman, before I would give any evidence, that whatever circumstances surrounded a question I should be allowed to give them.

602. You did not produce any of these men? No.

603. You knew very well that this committee had charged you with having received this money and never having paid it to these men? What committee?

604. The committee appointed by the Cessnock Council? I say this, that if Scholey had investigated into the matter before he drew up this report——. You must have it, Mr. Webb, because I care no more for you than any man in this country. I have come here to stand upon my rights. Of course, I have no desire to be insulting.

605. I only want to know matters of fact? You must know it, or you will know nothing else.

606. I ask whether you do not know that these men—William Thomas, John Anderson, and William Avery—that it had been stated in the report that had been drawn up by the committee, and submitted to the Maitland Council, and sent to the Government,—I ask you whether that report did not distinctly imply that you had received this money and had never paid it to these men, and that these men were not in existence? ——

607. Just state whether you do not know it, and then make any explanation you like? I shall not answer such a question. I know as a matter of fact this:—That before ever there was an opportunity given me to make any explanation, Scholey had forwarded this report of his own to the Government—not signed, to the Government. I replied to that; and if you read it, I think you, or any other person who is disposed to do justice, will see that it is highly satisfactory.

608. But you have not answered my question? I say that on the 17th November I proffered to give any information the committee required. The committee never called upon me—never took any action; but Scholey came to Sydney on the 9th December, submitted this report, charging me with these defalcations. The report was then entirely out of his hands, and to that report I sent a reply to the Government.

609. I will ask my question again:—Did you not know that in that report it was implied that you had received this money and that you had never paid it to these people at all—that they were not in existence? Certainly, and I replied to the Government on the report.

610. Now make any explanation you like? Of course, I knew it was in the report, or else how could I have sent a reply to the Government? I did not know it until I got the report from the Government.

611. On that statement you brought an action in the Supreme Court? On that statement I brought an action in the Supreme Court.

612. Having brought an action in the Supreme Court, did you produce these men? Certainly not; the men might have been in London. I did all in my power.

613. You believe that you satisfied the jury that these men were in existence? Perhaps it is not so easy for me to satisfy a jury as it would be for you. You might satisfy the jury much easier than me. The Judge was satisfied if the jury was not.

614. At all events, you did not get a verdict? I did not get a verdict.

615. From that it may be inferred that you did not satisfy the Court? I will not answer such a trumpety question as that.

616. Did you satisfy the Court that these statements of Scholey's were not well founded? I shall not answer such a question—I shall not answer any such questions as that. That might do for a police office, but I do not think it ought to do for the highest court in the colony—the Parliament of the country. It is impossible for me to say what would satisfy.

I suppose there is no way of making the witness behave himself.

The *Chairman*: I would merely suggest that Mr. Eckford would answer the question first, and then explain it afterwards.

Witness: I am not going to answer any questions that are put to me as a trap, or that I consider are intended to entrap me. I will answer what is fair and honest. I have answered these questions fairly and honestly; and if the Committee will only get a copy of this report, and peruse

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peruse it through, there will be no necessity for them to ask me any questions. If the Committee peruse it through, they must come to the conclusion that a more gross attempt was never made to injure any man in the world.

617. *Mr. Webb.*] Were you aware that the Council decided to meet on the 9th December, 1868? Certainly. I saw the advertisement in the newspaper.
618. You were not present? No.
619. Were you aware that anything was to be done about the Cessnock Road? No. I was aware that Scholey was in Sydney. He telegraphed to the secretary to call a meeting, and I came to the conclusion that that meeting was called for the express purpose of keeping me away from Parliament when Mr. Parkes was to move his condemnation of the Robertson Government. On the Monday, the gentlemen forming the Opposition gave a pic-nic, and it was there stated that I would not be in my place in Parliament on the Wednesday. It was stated amongst the gentlemen that formed the pic-nic party. I heard of that the very night I got into Sydney.
620. At all events, you were not present? I was not.
621. You knew the meeting was to be held? I was in Sydney, at Parliament.
622. You knew that it would be held on the 9th of December? Of course. I saw the advertisement in the *Maitland Mercury*. I came down to Parliament on the Monday following. This meeting was called at an out-of-the-way time, such as no meeting was ever called before. The regular meeting was to be called on the Tuesday following, and I thought it was strange that it should be called on that day. It was rumoured throughout the Colony that Mr. Parkes was going to move a vote of want of confidence. Mr. Scholey telegraphed to have the meeting called for Wednesday. The meeting was not according to law. The report was adopted illegally. By the charter of the Maitland District Council, a special meeting must be called after giving ten days' notice in the *Government Gazette*; so that the whole meeting was illegal.
623. On the 15th December there was another meeting;—were you present? No, I do not think I was.
624. Did you intimate to any of the Councillors, or to any person, that you would not attend three meetings after the 17th of November? No; a statement was made to that effect, which was positively untrue. I think I attended at the January meeting, after I got the report.
625. Can you give me any information with regard to the Warden's position in reference to the District Council? To his position?
626. Yes? Well I know that he is a nominee of the Crown.
627. Has he power to inspect all the accounts? Every District Councillor has power to do that.
628. Has he special powers? No; every Councillor has power to do that.
629. Is he chairman, by virtue of being nominated by the Crown? Certainly.
630. Is he bound by his duty to look after the finances? Not more than others.
631. Is he not specially appointed by the Government to protect their interest in the matter? Not more than others.
632. Are the others appointed by the Government, or elected by the people? They are elected by the people.
633. And the Warden is nominated by the Government? The Warden is nominated by the Government.
634. And the Warden in 1868, when this affair took place, was Mr. Scholey? Yes.
635. The money which you expended on these roads, was it Government money;—did you receive it from the Consolidated Revenue? We got it from the Bank.
636. It was not the proceeds of a rate levied upon the people? Certainly not; it came from the Government.
637. Do you not know, as a matter of fact, that the Government in nominating the Warden nominated him to protect the interests of the Government? I cannot tell. You may know more about it than I do.
638. Does it not strike you that that was the case? No; it strikes me that he is merely nominated by the Government as head to the affair; but every Commissioner has equal powers with him.
639. Is the Warden at all times chairman? Yes.
640. And he has a perfect right to attend and look after these moneys? We have all the right—every man in the Council; it is the duty of every Commissioner.
641. You divide the district into wards, so to speak; that is, you appoint, or you did appoint, two Commissioners to look after particular roads in the district? Of course; you will find that by the minute-book.
642. Had any of the Commissioners for the other roads any right to interfere with you for the expenditure of the money that you received to be expended on the Cessnock Road? Certainly not.
643. Had the Warden? Certainly not.
644. Had not the Warden power to inspect all the accounts? Of course, we have all the power to inspect the accounts; but you stated to interfere.
645. Yes, to interfere? He had no right to interfere with the allotting of the work, or anything of the kind, but it was his duty—the duty of every Commissioner—to see that the money was properly expended. But they had no right to interfere in setting men to work on any particular part of the road. It is left entirely to the District Councillors, who may have charge of the road; but at the same time there is no law for it. The law distinctly states there shall be a superintendent, and the Commissioners have no right to do anything but office work.
646. Do you imply by your answer, that Mr. Scholey exceeded his duty in looking after the Cessnock Road, when it was placed under your control? I do not know that Scholey ever did. Scholey never interfered with the road, only on that one occasion, when he went out one morning, which he had no right to have done. When he found he was in the wrong box in that matter, he wanted to make it appear that his name was down as one to look after that road with me, and afterwards he said that it was an omission on the part of the secretary in not putting it in the minutes.
647. At all events, he was justified in seeing the work performed? Anyone riding along the road would have been justified as much as Scholey, if they saw work being done improperly.
648. Was Mr. Scholey perfectly justified in calling the Council's attention to what he believed a mal-appropriation of money? I think so, if he conscientiously believed it to be the case.
649. You think he did not exceed his duty in reporting the case if he conscientiously believed it? There is a great deal of difference about conscience. Scholey as well knew when he made that report that it was untrue as that I see you sitting there.
650. Well, supposing that he believed it to be truthful, was he justified in acting as he did? You may believe what you like of Scholey; I believe differently.

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651. *Mr. Tunks.*] You stated, in answer to a question just now, that Mr. Tunks interfered with the jurors in the case of Scholey *versus* Eckford? I saw that Mr. Tunks —

652. That is, you saw me? Yes; when the jurymen came out of the Court, Mr. Tunks would meet Mr. Fisher and have a jaw with Mr. Fisher.

653. Was Mr. Fisher one of the jurors? Mr. Fisher was one of the jurors.

654. Do you wish thereby to make the Committee believe that I interfered in any way with the progress of the trial? I do not wish to make the Committee believe anything. You have got it now just as I gave it; I do not know what your conversations were with Fisher; all I know, is, that you several times met Fisher as he came out of the Court. The very last day of the trial, when they went out to dinner, you met Fisher, and you were standing with him in deep conversation at the corner, near Mr. Windeyer's office, and I stood at the corner with others, near Mr. Driver's, watching you.

655. You imply that? I cannot say. I saw Mr. Tunks collar the jurymen on leaving the Court; I saw you meet Mr. Fisher when he came out of the Court on more than one, two, or three occasions, and have conversations with him. What your conversations were I do not know.

656. Do you wish thereby to make the Committee believe that I interfered in any way with the progress of the trial? I do not wish to make the Committee believe anything. You have got it now just as I gave it; I do not know what your conversations were with Fisher; all I know, is, that you several times met Fisher as he came out of the Court. The very last day of the trial, when they went out to dinner, you met Fisher, and you were standing with him in deep conversation at the corner, near Mr. Windeyer's office, and I stood at the corner with others, near Mr. Driver's, watching you.

657. Was that the process by which you were worsted in the trial? I will not answer that question.

658. You noticed also several other persons, I understood you to say? I noticed Mr. Davies.

659. What Davies? President Davies.

660. John Davies? Yes.

661. Also waylaying the jury? Don't you put any constructions, Mr. Tunks.

662. They placed themselves in the way of the jury? I saw John Davies speak to one of the jurymen, when they came out of the Court, and there were some other jurymen whom I do not remember. I do not say what your business was; that would be impossible; you were on one side the street, and I on the other.

663. At what time did this trial take place? I think it was in July, the year before last.

664. In 1870? July, the year before last.

665. *Mr. Burns.*] Has not the practice of advertising the meetings of the District Council in the *Government Gazette* been discontinued for some years past? They have not done it; but still it is none the less the fact that the law is not done away with.

666. The custom has been to advertise the meetings in the *Maitland Mercury*? I think so—yes; but still it is illegal.

667. Were you not present at a meeting of the District Council before the Warden sent this report to the Government? No; only on the 17th of November, when I offered to give them any information they required. I requested them to come to me for any information they required.

668. What points do you refer to in your letter? This is the *Maitland Mercury* that I got from on board the steamer on Thursday, the day after the report was adopted—the report that Scholey got drawn up by Thompson.

669. On what date was the report adopted? The 9th of December.

670. What day is that? On the 11th I was in Sydney; that was on a Friday. On the Thursday evening I got the *Maitland* paper, and I cut the report out of the *Maitland* paper on the 11th of December, and forwarded it to the Minister for Lands with this letter.

671. On what day was that on which you made the long speech? I made no speech here.

672. There is some reference there to the effect that you made a long speech;—you state it in a letter to the Government? I got this report down from the Government some time early in January. I waited until the January meeting, and then I addressed the meeting, putting as far as I could the whole of the facts before them. Mr. Scholey then moved that the meeting be adjourned for a month; he said that he was going to the Clarence. In consequence of Scholey saying he was going—yet he never did go—the meeting adjourned, and I did not send a reply to the report until the whole matter, as I considered, was concluded. But in February I thought that the Government might think there was something strange in my not sending some reply, and I sent the reply that you see in these papers. In January I attacked Scholey for making statements against me.

673. Did you not make an explanation of some matters at some time?—After Mr. Scholey made a statement verbally, or in writing, about the Cessnock Road, you rose and made some explanation before the report was adopted? No, I was not there. On the 17th of November I was at the meeting; the only statement I made at that meeting was in about a dozen words. I requested them to apply to me for any information they wished, and I should be happy to give it to them. It was in January I made the speech referred to in the papers. In February, Scholey made his speech, and then I replied to him.

674. The minutes state: "Mr. Eckford explained that on Monday afternoon Mr. Doran called at his house, but just going out on important business was not sure whether he took the paper or not, or whether Doran put it on his desk; he could not remember. Neither could he remember whether he wrote from Doran's dictation or not. He afterwards saw Israel and asked his time; he said thirteen days, out of which he (Israel) had received from Mr. Eckford payment for four days as an advance. He would have been present at the last special meeting, but was detained at home on account of ill health."—Is this the only explanation you made at that meeting? You will find something afterwards.

675. "Mr. Eckford hoped the committee would apply to him for any information they required."—That is all at that meeting? That is all. I had been in Sydney three times in that three weeks, and that is why I asked the men about the time.

676. I suppose you were aware from the reports in the papers that an investigation was going on about the Cessnock Road? I was aware that a committee was appointed to inquire into the expenditure on the Cessnock Road, and I was expecting daily to be called upon by the Warden, Scholey, to give an explanation, more especially after I had requested the Council to apply to me for information. I knew nothing then of the matter until I got the *Maitland Mercury* of Thursday, the 10th of December; I then saw the report, a copy of which is here.

677. *Mr. Wearne.*] Were you a Member of Parliament at the time that this committee was appointed? I was a Member of Parliament at the time. It was appointed on the 2nd of November.

678. Who were the sub-committee appointed to investigate the matter? Mr. Bowden, Mr. Scholey, and Mr. Keating.

679. You stated just now that Mr. Scholey was in Sydney, and that Mr. Thompson prepared the report? I stated that Scholey was down in Sydney and telegraphed to the secretary to call a special meeting of the Trust for the Wednesday following.

680.

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680. On the 9th of December? Yes, of course. I knew that Scholey was in Sydney, for when in Maitland he used to visit the sale yards close to our house. The buyers there used to like to see Scholey out of the road, and I heard them talking that he had gone to Sydney. On Friday night a telegram was received by the secretary from Scholey, to call a meeting of the Trust. The man that supplied our house with ginger-beer told me of it, and I saw a notice of it in the newspaper. It struck me at once this was some ruse to keep me away.

681. The Parliament met on the 8th of December? On Tuesday, December the 8th. I came down on the Monday.

682. You stated that the report submitted was Mr. Scholey's report, and not the report of the sub-committee? It was Scholey's report; the sub-committee had nothing to do with it.

683. How can you prove that Mr. Bowden and Mr. Keating had nothing to do with it? Because they have admitted it. This letter was addressed to me from Keating, one of the committee. He says: "As I was present at the district meeting held on the 16th instant."

684. What date is this? It is dated Morpeth, 18th of February, 1869. He says: "I beg to address the following remarks to you, solely in the cause of truth and justice, and my respect for yourself. As you are aware, I was one of the committee of *three*, appointed to investigate matters in connection with the Cessnock Road; but I was never consulted in any way as to the course the Warden intended to pursue; and I have since learned that he has been carrying out his action in this matter on his own account, as the above committee, of which I am a member, *never met* to draw up any report whatsoever. A report was drawn up and brought before the Council on the 10th of December, 1868. The Warden moved its adoption. It was carried. How strange that one of those who signed it has since acknowledged that he knew nothing of its contents. I have learned that this report, for the most part, was drawn up from the information of a man whom you discharged from the works, and on no account should be relied upon without careful investigation, as it is my opinion the information is unfounded from beginning to end. Although the statement was made that the Warden was connected with you in the supervision of the Cessnock Road, I am perfectly satisfied that such was not the case, and that you, and you only, had charge of the same. It was also stated that you had ample opportunity of explaining matters to the Council with regard to the report. To this I can certify, that you stated repeatedly that you were willing at any time to explain any of the statements made to the Warden by Sheridan and others, or to rebut any portion of the information of the Warden, and to render every satisfaction to your brother Councillors on all matters connected with the Cessnock Road. It is my opinion that the Warden was determined to follow up the statements of the report upon the mere word of the person referred to."

685. You stated that the Warden brought up a report, purporting to come from the sub-committee, which was not from the sub-committee? I say so.

686. And that Keating had had nothing to do with it, and that Bowden, whose name is also attached to it, also had nothing to do with it? Nothing to do with the bringing of it up.

687. Did they adopt it? Bowden adopted it. The committee never took any action at all; it was Mr. Scholey himself who got this report drawn up at Mr. Thompson's office. After having it drawn up at Thompson's office, Scholey then submitted it to the meeting. Bowden, who was one of the committee to investigate into this matter, voted for the adoption of that report, but it was nevertheless wrong, because the report stated that it was the report of the committee, and there was not a single meeting of the committee ever took place, which Keating's letter here goes to prove.

688. I merely want to know this: Was there a report from the sub-committee brought up? No, sir; no report from any sub-committee at all.

689. I want to know whether Mr. Scholey brought up a report from the sub-committee without the sub-committee having known what was in the report? Certainly he did. There is Mr. Keating's letter, which distinctly states so.

690. And Mr. Bowden knew nothing of it, although his name was to it? Mr. Bowden admitted at the meeting, I believe, in January or February, when I attacked him about it, that he knew nothing of the report. That is what Mr. Keating alludes to here.

691. I understand you to say Mr. Bowden's name was attached to it, and yet you say he knew nothing about it? This report was forwarded to Sydney and was not authenticated. Mr. Forster sent it back for authentication, and that was the reason of such great delay. Then the report was carried round to the different Commissioners by the secretary; some signed it and some refused. It was not signed by all.

THURSDAY, 20 FEBRUARY, 1873.

Present:—

MR. WEBB,

MR. WEARNE,

MR. BURNS.

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

Mr. Joseph Eckford called in and further examined:—

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692. *Mr. Wearne.*] We want to find out about the report with regard to which you have made some statements;—the report was that of a sub-committee? It was not; it was Mr. Scholey's report.

693. And Mr. Scholey, Mr. Bowden, and Mr. Keating formed that sub-committee? Yes.

694. Who was the secretary? Mr. Hughes.

695. You stated that Mr. Thompson had prepared that report? I stated that Mr. Scholey said so himself, and it was afterwards admitted in a Court of law that Mr. Thompson prepared the report.

696. Where does Mr. Thompson live? West Maitland. Mr. Thompson sued the District Council for drawing up the report, and the Judge decided against him, because it was the report of Mr. Scholey alone and not the report of the committee.

697. Did Mr. Thompson get paid for it? Not by the committee. Mr. Thompson sued the District Council, and it was clearly proved to the satisfaction of the District Court Judge that it was Scholey's own report, and not the report of the Council; and the Judge gave a verdict for the defendant with costs. But since then I have heard that the Council has had a resolution moved and carried, and that Mr. Thompson has been paid his money.*

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698. But the law of the land refused it? Yes, the law of the land refused it.

699. You said that Mr. Bowden dissented from having his name attached to the report? No, sir. I said that Mr. Bowden admitted at the meeting held in January, that notwithstanding his name was attached to the report he knew nothing of its contents until it was submitted to the Council for their adoption—notwithstanding that he was one of the sub-committee appointed to inquire into the Cessnock Road question, and to prepare this report.

700. Then his name was signed without his authority? No. This is the way of it: The report was prepared by Mr. Thompson, the solicitor, and it was submitted afterwards to a meeting held on Wednesday, the 9th of December. That meeting, by a majority—not the sub-committee, but the meeting—adopted the report, and it was forwarded on by Mr. Scholey himself to Sydney, without authentication. It was not signed. It was afterwards sent back by the Minister for Lands for authentication, and the secretary carried it round to the different Councillors for signature. Mr. Bowden signed it at his own house, I think; three or four signed it, and some refused to sign it.

701. That is not the point with me. At this meeting, the report was brought up;—was that report signed by the sub-committee? Not then. Mr. Scholey, Mr. Bowden, and Mr. Keating were the sub-committee. Mr. Keating never signed it at all. The report was brought up by Mr. Scholey, who moved its adoption, and it was adopted by a majority of the full District Council, and it was not signed, when brought up, by anybody at all. When it was first brought down to Sydney it was not signed, but was sent back by the Minister for Lands to have it authenticated. Then the secretary, Mr. Hughes, carried the report round to the houses of the different members for their signatures, and it was then signed by some and refused by others. If I understand your questions, you want to know whether this report was brought up in legal proper form?—

702. That is it? It was not. The sub-committee never took any action; they never sat; you can see that by the minute-book. They never sat at all.

703. Well then, Mr. Eckford, the fact is, that the sub-committee appointed to investigate this matter of the Cessnock Road Trust never met at all, and that Mr. Scholey brought up a report of his own, which was not the report of the sub-committee? That is the fact.

704. That report was sent down to the Minister for Lands, not signed; it was returned, and it had then to be taken round to get the signatures? Yes.

705. Then if I see in this evidence here, referring to the minutes dated 2nd November, 1868, "The committee met the same day, and compared the statement with Sheridan's written balance sheet," that must be incorrect? No sir; the document Sheridan brought up was compared against the vouchers I sent in.

706. By the sub-committee? No; the sub-committee was appointed after that. This was the way of it: Mr. Scholey called a meeting on the 2nd November. Then this meeting took place, and Mr. Scholey then submitted my abstracts of the expenditure and this balance sheet of Sheridan's, and it was upon Scholey submitting that balance sheet of Sheridan's that the sub-committee was appointed to inquire.

707. But it says, here, that the committee met the same day? The committee was there, it was appointed, and it was then that they compared the balance sheet of this man Sheridan and my abstracts, and it was then that they were to have taken action. If you go on to the 17th November you will see—I don't know how matters are complicated in this manner, but they are really very much complicated, so much so that, notwithstanding my memory is good, I can't fish out what is correct. The committee was appointed the 2nd November, and the only thing they did was to look through this balance sheet, and the abstracts I had sent in. Subsequently to that—

708. *Mr. Burns.*] How do you know that? I know it from the sworn evidence of Mr. Scholey himself. Subsequently to that they met in the street, at Smith's mill, East Maitland, and decided to summon the man Israel to the Court for attempting to obtain money under false pretences.

709. Were you present at the meeting on the 9th December? No, I was in Sydney.

710. It is said that the report was drawn up, under Mr. Scholey's directions, by Mr. Thompson, at the request of the sub-committee? There is no doubt he may have said so, but here is the sub-committee's denial of it—here is Mr. Keating's denial. Mr. Scholey swore, in Maitland, on the trial, that the report was drawn up by Mr. Thompson, and that he had been authorized by Mr. Forster to go to him and get it drawn up.

711. Mr. Scholey says here that before the report was drawn up he had seen the Minister for Lands, but that the body of the report had been authorized by the sub-committee before it was drawn up by Mr. Thompson? Nothing of the kind. The Commissioners stated, Mr. Keating stated, and Mr. Scholey stated himself, that it was his report. Mr. Keating said that Mr. Scholey did it of his own accord, without consulting anyone; and Mr. Bowden admitted that, at that meeting, notwithstanding he signed the report, he did not know what were its contents.

712. Your denial of the committee having met is based upon Mr. Keating's letter? And upon the minute-book—that is the proper thing to refer to.

713. Was it usual for them to meet at the Council Chamber and have the minutes entered in the book? Yes, and to make inquiries as to whether these sums of money were received or not.

714. Then you based your statement of the committee not having met, upon their proceedings not being entered in the minutes? Yes; in fact, if you refer to the *Sydney Herald* of '69 or '70, you will find that Mr. Scholey swore the committee considered there was something very black in the matter—they determined not to ask me a single question. You will find it in print in Scholey's sworn evidence.

715. Are you aware of any notes of these proceedings being entered in the minute-book? Of course, all minutes are entered.

716. Of the Council? All proceedings on a matter of this serious import.

717.

* NOTE (on revision) :—A resolution has been passed by the Council, paying over to Mr. Scholey the money sued for by Thompson, notwithstanding a resolution passed previously that this money was not to be taken from the Trust funds.

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717. But was it a condition, when the sub-committee was appointed, to have a secretary appointed, and to take minutes of the proceedings? Oh! This is like what you said on the hustings, and I protest against this quibbling.

[Mr. Webb appealed to the Chairman to call the Witness to order, and the Chairman requested the Witness to be more temperate in his demeanour.]

718. *Mr. Burns.*] I want to know why you assume that, because there is no entry in this book, the sub-committee could not have met? I believe, in a matter of importance, such as this was, the committee should have met the same as they did on the 2nd November. They met then, and a minute was taken, and, as it is said, the sub-committee met directly after.

719. If so, what did they meet for? My answer is, that Mr. Keating, who was one of the members of the committee, told me that they never met. Here is his letter to prove that; and he stated distinctly in this letter, that Scholey did all on his own responsibility. There is also a letter mentioned in the documents from Mr. M'Mahon, which will carry out what I state.

720. Have you not yourself stated that the committee met at Smith's mill? Yes, that was told me by Keating. And they decided to summon Israel for an attempt to defraud the Maitland Road Trust.

721. How then can you say they never met? They never met to draw up that report.

722. Did not the Warden say it was prepared with the concurrence of the committee? He is reported here to have said so, but Mr. Keating denies that it was so.

723. Denies what? That the report was drawn up with the sanction of the committee, or that he had signed it. I was not there at the time. I was in Sydney then.

724. When was that report submitted? On the 9th of December.

725. Were you at the meeting on the 15th December? No, I was not.

726. I would like to draw your attention to this entry:—"REPORT ON CESSNOCK ROAD.—Mr. Keating inquired if the report in the above case had been forwarded to the Minister for Lands; and, if not, what was the cause of the delay; and proposed, 'That it be forwarded to the Minister for Lands immediately.' Motion seconded by Mr. M'Mahon. Mr. O'Brien could not understand why Mr. Keating should urge the forwarding of the document referred to, after proposing at a previous meeting that it be deferred until the next meeting. Mr. Keating explained, that as it had been decided to send them he wished them sent at once. Mr. M'Mahon considered that if it were so urgent they ought to have been in Sydney long since. The Warden explained that he was desirous of having the minutes and the report correspond; in fact, to have the report embodied in the minutes, and consequently delayed the matters to have them sanctioned by the Council. No unnecessary delay had been occasioned; he had been at great trouble in ascertaining true particulars connected with the case. He had made inquiries as far as Cessnock, and could not find such a person as William Thomas, no one having any knowledge of such a person: such information could not be obtained in a short time. Mr. Bowden moved, as an amendment, that the Warden's explanation be accepted. Mr. Noble said he thought the Warden had lost no time in arranging the report. He also said that Mr. Eckford had informed him that Mr. Keating had told him (Mr. Eckford) that the Warden accused him of defrauding the trust. He relieved Mr. M'Mahon of all blame in the matter, and further stated that Mr. Eckford had signified his intention of absenting himself from the meetings for three sittings. He would second Mr. Bowden's amendment. For the amendment, Messrs. Bowden, Noble, O'Brien, and M'Mahon—four votes; for the resolution, Mr. Keating—one vote." Mr. Keating wrote you a letter;—what is the date of it? It was dated February 18th; that was after the second meeting.

727. Then according to this entry, Mr. Keating made an inquiry as to why the report had not been forwarded as was agreed at the meeting of the 9th of December? That is right; and now I will explain this: On the Thursday the *Maitland Mercury* is printed, as I suppose you know. On the Thursday evening I got a copy of the paper on board the steamer, and I saw there had been a meeting of the Council. I was then in Sydney, attending the House, to vote on the want of confidence motion, and I called at the Lands Office on the Saturday, and waited there while Mr. Fitzpatrick opened the official correspondence to see whether the report had come down, as I was desirous of getting it as quick as possible; but it did not come down. I went up to Maitland on Saturday night, and wrote a letter to Mr. Keating and Mr. M'Mahon, asking them to move resolutions to have the report sent down at once, so that I might have an opportunity of replying to it. And so it was at my instance that resolution was moved.

728. About this sub-committee;—you seem to think they could not have done anything unless they sat in the regular way, but yet you say that they met in the street? Yes.

729. You say they never sat, but met in the street, and decided to proceed against the man Israel? Yes, they did that.

730. Why could not the sub-committee meet in the street on a matter of this kind, and agree as to what course they should take, quite as well as if they met at the Council and had their proceedings entered on the minutes? The proceedings might have been entered on the minutes, but the committee never met but once—they never met to examine these men.

731. You make that statement on the authority of Mr. Keating? Yes, and on Mr. Scholey's sworn evidence.

732. Have you got his evidence with you? No, I have not. When I was away from home once, the cats got to the table where I kept my papers, and made them so disagreeable that a great many of them had to be burnt.

733. *Mr. Wearne.*] You state that the sub-committee never met, but I see from this evidence here that the committee brought up a report on the 17th November? That is wrong. They brought up no report whatever. Mr. Scholey made a verbal statement on the 17th of November, as to what inquiries he had made, and his statement is entered in the minutes.

734. It is said here:—"The Warden in the chair. Messrs. O'Brien, M'Mahon, Eckford, Keating, Noble, and Bowden," were present; and the Warden asked whether the Commissioners "were disposed to hear the report of the Cessnock Road Committee publicly or privately." If the members of the sub-committee were present then, and did not recognize the report as theirs, they would have refused to receive it. Then it says: "The Warden proceeded to state that he went to Bishop's Bridge on Tuesday, October 6th, and saw a large quantity of stones across the road," and so on. It is said here that this is the report of the sub-committee, brought up at a meeting at which Mr. Eckford was present? That is not the case, for you see this is not a report at all. If you read this, and read the report of the 9th December, you will find

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find that they are two different matters entirely—"The Warden reported that he had been to Sydney and seen the heads of the various departments, who advised him to forward a complete review of the whole case to the Lands Department Office. Mr. R. W. Thompson, solicitor, had prepared the necessary document, which he submitted and moved—That the report embodied in such document be adopted."

735. I am speaking of before then, Mr. Eckford? Yes; well this is not a report—this is merely a statement, a verbal statement, as I said before, in answer to Mr. Cunneen. Here, on the 17th November, it says: "The Warden proceeded to state that he went to Bishop's Bridge on Tuesday, &c."

736. But it says also, the Warden asked whether the Commissioners were disposed to receive the report publicly or privately? This is not the report at all—this is Mr. Scholey's own statement.

737. That is not the question. At a meeting, at which you were present, it was asked whether this report should be received publicly or privately? Yes.

738. Then it must have been the report of the sub-committee? Yes; but I will show you that this is not the report at all: "The Warden then proceeded to state that he went to Bishop's Bridge on Tuesday, October 6th, and saw a large quantity of stones across the road. He remonstrated with the men for thus placing them, and the same day mentioned the matter to Mr. Eckford. On Monday, the 12th, he again went out, and arrived there at 6 a.m.; saw none of the workmen but Sheridan, and asked him if that was the usual time of going to work. Moylan and Henessy arrived at 7.10. Asked Sheridan if Doran, the overseer, had come. He answered no. Asked where was the carter; Moylan replied he was not going to work until Wednesday. Mr. Eckford called at the office as usual for his payment, but he declined paying until all the men were present, suspecting something was wrong as to the time the men had been working. On the 29th some of the men came to be paid, Mr. Eckford being present. He (the Warden) questioned Moylan, the first to be paid, as to Israel (the carter's) time; he said at first that he did not know how long he worked, but afterwards said eleven days. Henessy said he did not know how long Israel had worked, only knew his own time. Sheridan said Israel worked nine days, and Carnailly (another carter) two days, whereas he demanded payment for nine days. Welsh at first did not know how long Israel had worked, but afterwards said he thought he was idle a week. Israel said he had made thirteen days, having commenced on a Monday and left off that day fortnight. He might say that Sheridan was a man holding high testimonials of character from Capt. Russell and J. F. Burns, Esq., and any statement he made could be relied on. Doran was not present. Considering all the circumstances, the committee appointed to investigate deemed it advisable to obtain legal advice. Mr. Thompson, solicitor, advised him to institute proceedings against Israel, and the result had been that day made known. Such then were the particulars of the case. He had performed his duty fearlessly and conscientiously in reference to every person connected with the matter. Mr. Keating endorsed all that had been said by the Warden, so far as his knowledge of the Warden's statement was correct. Mr. Bowden coincided in all that had been done by the Warden and committee, they having documents in possession to contradict the demands of the men, and hoped that the full particulars respecting the case would yet be made known. Mr. Eckford explained that on Monday afternoon Doran called at his house with the account of the men's time, but just going out on important business was not sure whether he took the paper or not, or whether Doran put it on his desk; he could not remember, neither could he remember whether he wrote from Doran's dictation or not. He afterwards saw Israel." (I can't remember whether Doran gave me his time down or not.) "He afterwards saw Israel, and asked his time; he said thirteen days, out of which he (Israel) had received from Mr. Eckford payment for four days as an advance. He would have been present at the last special meeting but was detained at home on account of ill health. Mr. M'Mahon considered the Commissioners had over-stepped their duty, and had treated Mr. Eckford discourteously. They could have instructed the secretary to write to Mr. Eckford and wish him to be present. On the motion of Mr. M'Mahon, seconded by Mr. Noble, it was unanimously resolved that the report of Messrs. Scholey, Bowden, and Keating, as just read, be adopted. Mr. M'Mahon moved that no further legal action in reference to the demands be taken. Not seconded. The Warden moved that the committee retain the power given them by the resolution of the 2nd November; seconded by Mr. Bowden and carried." That has nothing to do with this report sent in to the Government at all. This goes on—"Mr. Eckford hoped that they would apply to him for any information that they required." You see I was present, and requested them to apply to me for any information that they wanted; and I was expecting daily to get a note from the Warden and committee, requesting information as to the expenditure of this money. But nothing was done until the Warden brought up this report, and had it adopted in my absence.

739. I am clear as to Mr. Scholey having said there was a report brought up, and now it seems that there was a report brought up? This was a mere verbal statement; it is not a report.

740. But the minutes say—? The minutes are not correct. It is a verbal statement. If there was a report where is it now?

741. Mr. Burns.] Did Mr. Scholey ever offer to have a conversation with you about the Cessnock Road before the report was sent in? No, never.

742. Did Mr. Price never speak to you about the matter? Which Price?

743. Mr. Price, of Buttai? Never.

744. Mr. Scholey says, that in consequence of a conversation with Mr. Price he went to speak to you about the matter, and you ordered him off? It is not true; and James Price will never state that he brought me any such message. He cannot state it. The only man who ever came to me was M'Ilhone—Scholey's friend.

745. What did he say? He asked me to make friends with Mr. Scholey, and I said no, I could not think of such a thing.

746. Mr. Webb.] In reference to the proceedings of the committees appointed by this Council;—were their proceedings ever entered in the minute-book? Yes, at all times.

747. Can you produce a minute of the proceedings of any other committee, which are entered in the minute-book? Well, I do not recollect. It is impossible for me to keep them all in my head. I know this much, whenever committees were appointed, and whenever their business was concluded, they always brought up a report to the Council.

748. That is not what I asked—I asked whether the proceedings of any committee appointed by the Council were entered in the minute-book? Well, for instance, a joint committee would be appointed, and would bring up a report of their proceedings to the Council.

749. I want to know whether any of the business of such a committee is ever entered in the minute-book of the Council—that question is clear enough? Well, if it is clear I cannot understand it; I really cannot understand it.

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750. Was the business transacted at any meeting of a committee appointed by the Council entered in the minute-book of the Council? I think the business, after it was transacted, was always entered.
751. After it was transacted? I think so. But you see, until this time there was no important committee. They had simply to look after some bridge or punt, or to open tenders, and then report on what they did; but this was different. This committee was appointed to investigate a case in which £100 and odd was stolen, or said to be stolen.
752. Then you say that there was no record made of their proceedings or meetings? There has never been any meetings at the office. There has never been any committees that required to meet at the office, except this one. The committees have only been appointed to examine a few punts, and things of that kind.
753. You can easily answer me "yes" or "no";—were the minutes of the proceedings of any committee, appointed by the Council, ever recorded in the minute-book of the Council? My answer is, that no committee, to my knowledge, has ever been appointed to discharge a duty of this kind.
754. I am not talking about that? No committees of this kind have ever been appointed.
755. But there have been committees appointed? Yes, to decide as to the expenditure of perhaps £10 or so; but they did not require to meet in the office for that, and when they had done their work they gave in a return of what they had done.
756. I have here a case before me:—"On the 29th October, 1867, a committee was appointed, consisting of Mr. Bowden, Mr. M'Mahon, and the mover, to wait upon Mr. Haines, and remonstrate with him prior to taking legal proceedings against him";—do you know if that committee ever met? Was I present there?
757. No? Then I know nothing at all about it; but even that was only a trumpery matter.
758. Nor do you know if that committee ever brought up a report? I do not know; but it does not matter, for it is not a matter similar to this.
759. That is a mere matter of opinion. I find also on the 23rd December, 1869, a minute in the book to this effect: "In reference to the Falls Punt, which was partly sunk, Mr. Eckford proposed and Mr. M'Mahon seconded,—That Messrs. Eckford, Bowden, and M'Mahon be empowered to deal with the matter, and the lessee be written to, requesting him to raise the punt at his own expense";—you remember that? Yes; certainly.
760. Did that committee ever meet to deliberate? No; because the work was laid down for them to do.
761. Did they ever bring up a written report? I don't know. It was perfectly unnecessary if they did.
762. So far as you are concerned in this committee, you don't know that they formally wrote out a report to submit to the Council? What committee?
763. This in reference to the punt? I don't recollect.
764. I find on February 11th, 1868, a resolution was moved in the Council to this effect: "After a lengthy conversation and careful consideration of the subject, it was proposed by Mr. Bowden and seconded by Mr. O'Brien,—That the sum of £7 be allowed as compensation for his having to use a small punt";—well now, so far as that was concerned, was that done on the recommendation of the committee, or was it decided by the Council? I forget.
765. Again, on the same date I see "it was resolved, on the motion of Mr. Bowden, seconded by the Warden,—That the report referring to the raising of the Falls Punt be postponed until next meeting";—was that report made in writing to the Council? I don't recollect.
766. If it was made in writing would it be recorded in this minute-book? If it is not recorded it should have been, if it was made in writing.
767. But if it was not, I suppose that is the way in which these books were kept—and the other report is not recorded here either? Which one?
768. The one referred to in the first instance? I don't know.
769. On the 24th February, 1868, I see in the minute-book a minute to this effect, in reference to this same matter of the Falls Punt: "Raising of the Falls Punt—Messrs. Eckford and Bowden tendered their opinion in reference to the sinking of the Falls Punt, and stated that as they had not made a very minute examination of the punt they were scarcely able to state definitely what was the real cause of sinking. Mr. Bowden said he had previously seen her in a very leaky state when in use at Pitnacree. Mr. Eckford said he saw some timber in the ends of the Punt, which were very defective, and which Mr. Bell was of opinion was sufficient to cause the sinking—an opinion in which he concurred." Is it not a fact, that when these committees were appointed, instead of making a written report you came up and made a verbal statement? These committees were different to that important one.
770. Was it not really the case that you did so? I don't know. I shall know if my name is down there.
771. Did you make this report in writing? No; certainly not. That was given verbally.
772. Just the same as Mr. Scholey gave his report with reference to the Cessnock Road case? These committees are entirely different.
773. Never mind that;—did not Mr. Scholey give in his report verbally in the usual way? Yes. Mr. Scholey gave his statement verbally and I gave my statement verbally; but that has nothing to do with the report which was laid before the Government.
774. You said some time ago that the committees reported in writing;—are you of the same opinion still? I did not say so. I said that a matter like this they would report in writing. I said a matter of this kind was different to other matters. Don't double on me please; treat me as a gentleman sir, and I will treat you as one. I said reports of this importance should be made in writing.
775. At all events, now having seen these punt and other committees you find that there is no record of their proceedings made? I told you all along that they never made any. They went and discussed matters among themselves, and then just gave in a verbal report.
776. You find that there are no minutes of the proceedings of these committees in the minute-book? I never said there was any.
777. Then the reports of these committees were not brought up in writing? I believe they never were.
778. Are you in a position to say that the report of any committee was ever brought up in writing? I don't know. I am not in a position to say either for or against.
779. *Chairman.*] We have no further questions to ask, Mr. Eckford? I presume then, sir, you will allow me to make a statement. I shall bring up nothing new, but I shall just state to the Committee the witnesses I think it will be necessary to get in order to do justice to all parties in this case—justice to Mr. Scholey, justice to the Government, and justice to myself. In the first place, Mr. Chairman, there was a statement made

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made by you in the House—I don't say intentionally—a statement to the effect that Mr. Scholey came to Sydney on this matter, and had an interview with Mr. Forster. Mr. Scholey's own statement was that he visited Sydney under legal advice, which was the fact, and after he had an interview with the Minister for Lands, who said the Government would protect him. Mr. Forster has sworn that statement is untrue, and Mr. Fitzpatrick too, and I think that these gentlemen should be brought before the Committee to say whether they ever did promise anything of the kind. I shall be brief, because you have the reports before you. I shall refer you to M'Mahon's letter, which you have not yet heard read. [*Witness was proceeding to read the letter, when the Chairman said it was unnecessary, as he (the Chairman) intended to move that all these documents be referred to the Committee.*] That will do, and I have no desire to go any further. These men were never examined until they were examined in the witness-box in Sydney. Here are two sums of £2 8s. and £4 4s. that I was charged with misappropriating. Now Mr. Scholey must have known that he was making a false statement when he said that. He states in a letter, dated 24th August, 1869, that the Council paid these two sums of money, notwithstanding he had charged me ten months previously with stealing them—and Mr. M'Mahon moved that the balance of the moneys due, as per order, drawn by Eckford, be paid at once. That is the money I am charged with misappropriating. Why the money was paid ten months afterwards by resolution of the Council. I presume, Mr. Chairman, when you get these documents, I shall be again examined as to the report I made with regard to Mr. Scholey. You will find correct notes here; and I wish to be again examined. Tarplee, the reporter of the *Maitland Mercury*, can prove that I offered to give the Council any information they required with regard to this money. Tarplee gives a letter certifying that I did so. Mr. William Keating, late committeeman, will prove, of course, that he never was consulted in any way as to the course Mr. Scholey intended to pursue. There is Mr. Price, a stonemason, out at Bishop's Bridge, who swore in the Court that Mr. Scholey offered him a bribe to make him an overseer of the road, provided he would swear there were no such men as Thomas and Avery at work; but instead of swearing that, he said that these men did work, and that they staid in his out-house some odd nights. That was his statement, as far as my memory serves me. Mr. Hughes, the secretary of the Council, will also prove that his minute is correct. The man Israel is on the Mehi River, and too far to fetch away. Patrick Carneilly, of West Maitland, will prove that he was employed as a carter. Fitzgerald, mail contractor, of West Maitland, will prove that Thomas was in existence, that he knew him, and that he brought tools in to him to be repaired. Moylan will swear that Sheridan went to him, and said if he would only swear what he said Scholey would give him work on Wollombi Road as long as he lived. The other men swore that they received the money. William Thorp delivered rubble-stone; he swore he was paid for it. Sherby swore that he delivered the rubble-stone, and received the money, as set against his name, and was never asked a question. Doran proved that he received all his money, and that the other men did the same. Then there is Mr. Forster and Mr. Fitzpatrick. Riley and Hinchcliffe prove to having seen men at work on the particular locality; and last, not least, is a witness I wish you to call, and that is the Honorable Colonial Secretary. I feel that that gentleman's evidence would be very important in this matter, and I will show you why: Mr. Scholey said he consulted Mr. Parkes, and Mr. Parkes admitted it on one occasion; but I will give you his own words here, which convinces me that his evidence will be highly important for the ends of justice. On the 31st January last year Mr. Parkes said in the Assembly: "The next gentleman who rallied round Sir James Martin was Mr. Eckford. He could, if he chose, tell a story which would show an amount of hostility on the part of Sir James Martin and the Solicitor General, which made him fairly reel back with astonishment, although he was then associated with these gentlemen in office, and which he thought utterly unworthy of gentlemen occupying their positions." Mr. Parkes must have felt that I must have been cruelly wronged when he made a speech like that in the Assembly. "But Mr. Joseph Eckford, under the magical influence of this combination, forgot all his wrongs and rushed to the rescue of the gentlemen who wished to track him to ruin and to death if necessary only a short time ago." That is the last gentleman I shall name, and I think it is highly important he should be examined on this matter, because he will be able to state what the wrongs were that would be done to me. That is all I think it necessary for me to say. As you state you intend to move for the correspondence for this, and these reports *pro* and *con* will be deliberated upon by you gentlemen. After this there are other charges I have made against Mr. Scholey, that I hope will be discussed in the same way that Mr. Scholey's charges against me have been discussed. I have only a few words to say with regard to Mr. Fisher. I said, when his name was mentioned, it was in this way, or intended to be in this way: Mr. Tunks, Mr. Davis, and Dr. Wilson, attended the Court every day when the trial was on; I do not think they missed a single sitting; and when the Court adjourned, these gentlemen would meet outside, and one of them would go on and meet Mr. Fisher. I do not know what passed between them; but not only that, Mr. Faucett, the Judge, said that he believed the principal witness for the plaintiff and disbelieved the principal witness for the defendant, though the jury might not. Of course, we do not all think alike. It is not for you to suppose that I thought Mr. Fisher had been tampered with. I had not for one moment any desire to cast the slightest reproach on Mr. Fisher; but when people take such interest in a thing as to attend the Court every day, and these people always seized opportunities of talking to Mr. Fisher, it is human nature to believe that they did it from bad feeling.

Henry Fisher, Esq., called in and examined:—

780. *Chairman.*] Do you remember, in 1871, being foreman of a jury before which a case was tried of Eckford *v.* Scholey, for slander? It was in 1870.

781. You remember being foreman of the jury on that case? I do.

782. Do you remember what the charge was—what was the cause of action;—slander was it? Yes.

783. Arising out of some report on the Cessnock Road? Yes; Eckford brought an action for damages against Scholey for slander, in charging him with malversation of some funds of the District Council.

784. Are you aware that these charges were made in a report laid before the Minister of the day? The trial lasted some nine days, if I remember right, and of course I have a very strong recollection of it, as it was not one of the ordinary cases, and the evidence brought forward clearly proved to our minds that Scholey had in his capacity of Warden charged Mr. Eckford, or rather called upon Mr. Eckford to explain some payments that did not appear to him satisfactory in the pay-sheets. It was also clearly proved to us that that charge was substantiated to the satisfaction of a majority of the Council that Scholey was proved

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to be Warden of; that at a meeting of that Council the report was also sent forward through the Warden to the Minister for Lands of the day, who, I believe, was Mr. Forster. We had Mr. Forster examined before us on the occasion, so it must have been him. That report was also proved by Mr. Forster's examination to have reached his office through the hands of the Warden. I do not know that I should be travelling out of my course, but I only speak for myself, but still we were unanimous in our verdict. We gave a verdict for the defendant, believing that the evidence proved beyond all doubt that Mr. Scholey had only performed his duty, and we, as jurymen, of course, had nothing further to do with the case as regarded the Minister for Lands, though we could not help expressing our surprise that the matter was allowed to remain in the office so long without further proceedings being taken. The case lasted nine days, and we were unanimously of opinion that Mr. Scholey only performed his duty as a public officer; I did not know him by sight even, until I saw him in the Court.

785. Have you any further statement, Mr. Fisher? Well, of course, engaged as we were, in investigating a serious charge of this kind, it is impossible for any intelligent man to forget it, after being nine days sworn to examine into it; and it appeared to me that Mr. Scholey, or that the District Council would have been wanting in their duty as Councillors had they not sent forward that report; and I expressed my surprise and indignation too, as a colonist, that the matter had not been sifted by the Government of the day. We gave our verdict in accordance with the evidence. Had we found a tittle of evidence to show that Mr. Scholey had acted from malice in the matter—had we thought that, we should have given a different verdict; but the evidence preponderated in favour of Mr. Scholey, and showed that he had simply done his duty as a public man. Money was voted by Parliament for a particular purpose, the money was handed over to the Council, and Mr. Eckford, as one of the Council, had control over some portion of the expenditure. He was charged with putting down men on the pay-sheets and time-book, who did not work at all—three men, I believe,—and he never could produce those men.

786. Had he produced any of these men he would have vindicated himself? Decidedly; or if we had had the slightest doubt on our minds about the matter. But we had no doubt, after nine days' inquiry, that there were no such men ever in existence.

787. Who were the other jurors? Mr. Farmer was one of the jury, Mr. Fleetwood was another, Mr. Frerichs, and myself. Those were the four. Why I remember them so particularly is, that some few weeks or months afterwards some indiscreet writer in a paper said something reflecting upon the jury, and some of my brother jurors waited upon me about it, and so I am satisfied I am expressing their opinion as well as my own. We were going to take some action in the matter, but thought we would let it pass. We had Mr. Forster before us, and I forget exactly how he explained the matter, but it was clear that the report was allowed to drop in his office.

788. *Mr. Wearne.*] Can you remember anything more in reference to the case? Yes, there is one very important feature in it, that the plaintiff in the case through his counsel urged upon us that he had never had an opportunity given him before the District Council to purge himself of this charge. Now it was clearly proved by the evidence that he had repeated opportunities of clearing himself in the Council, and that he did not do so. That was one principal feature which determined the jury to give their verdict. And one feature was, that the jury felt it was the duty of the Minister for Lands to have gone into the matter. It appeared to me that Mr. Scholey did his duty when he sent in that report to the head of the Department. It was sent forward in the usual manner, and Mr. Scholey completely cleared himself of any malice which the counsel for the plaintiff tried to impress on the jury as actuating him. There was some slight evidence that the parties had a quarrel, but it was not substantiated.

789. *Chairman.*] Don't you think it of great importance in a country like this, where so much money is expended on Road Trusts, that the Government should stand by any public officer who vindicates the fair and just expenditure of this money, and exposes the malappropriation of it? Most certainly, Sir. That was what led me at the time to express my surprise that the Minister of the day had allowed the matter to drop.

790. During the time that this trial was proceeding, are you aware whether yourself or any other of your fellow jurors allowed persons outside to communicate with them in order to influence them in any way? None whatever. There was no communication with me or with any of my fellow jurymen—in fact, the respectability of the men would prevent anything of that kind. Mr. Farmer is a highly respectable man. We gave the case our best judgment. It was a painful case, and we tried in every way to ascertain whether Scholey was mistaken, or actuated by private feelings. We were anxious to find out and do justice in the matter.

791. *Mr. Wearne.*] You expressed yourselves in that way to each other? Yes, we did of course, where the case lasted for nine days; we were obliged to do so. It was only by doing so that we arrived at a satisfactory verdict.

792. *Chairman.*] Then if it has been said by Mr. Eckford before this Committee that you have been, as he termed it, "collared" in the street by Mr. Tunks, Dr. Wilson, or John Davies;—if it has been said that you were "collared," with the hope of influencing your decision;—is that true? If Mr. Eckford has said so it is false; and I am sorry he has said so, but it gives me the opportunity of explaining something that did happen: It was between 8 and 9 o'clock at night—Judge Faucett was the Judge,—and as we were retiring from the box, Mr. Dransfield came up and took me by the collar, and said what a fool I was to give such a verdict as that. So incensed was I that I walked back into the box, and if the Judge had not left his seat I would have had this person put where he ought to have been.

793. Who was the person? A Mr. Dransfield—a great political character,—and from what we saw I presume that he took the side of Mr. Eckford. We were all very angry at his conduct. That was the only time anything was said to us about the case. I was never spoken to on the subject by anyone else.

794. It is untrue that any of the persons mentioned ever tried to influence you in any way? It is utterly untrue if such a thing has been said. No one spoke to me before the trial or afterwards. The only man who did so was Mr. Dransfield, and he did so very grossly, and taking the part of Mr. Eckford.

795. *Mr. Burns.*] Were you at any time accosted by Mr. Tunks? No.

796. Do you know him? Very well; but I have not spoken to him for many years, except on the hustings at the West Sydney election. We have had no other communication, that I can remember, for the last thirty years.

797. Did you speak to him during the trial? No, I did not.

798. Do you recollect speaking to anyone outside the jury on the circumstances of the case during the trial? No, I did not. Both my brother jurors and myself were careful not to speak of it.

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799. Did you observe anyone attempt to communicate with your brother jurors during the trial? No one could have done so. I have no hesitation in stating that it is a gross untruth, whoever said it. My political feelings at that time—if politics had anything to do with it, which I think they had not—my feelings were with the Government of the day at that time—with the very Government that Mr. Eckford voted for. This Dransfield was on that side, and this person would not have addressed me but for that. I was not a supporter of Sir James Martin, or any of that side. Why I felt so aggrieved at Dransfield addressing me was his fancying that he could tamper with the oath of a jurymen.

800. Some time after the trial was over something occurred which excited the indignation of yourself and your brother jurymen, and you had a meeting about it? Yes, some paragraph appeared in the *Empire* about the trial. It was some observation made by Judge Hargrave on the occasion of some proceeding in the case, either when Eckford became insolvent or on the motion for a new trial. It was on the motion for a new trial, I think. Judge Hargrave made an observation on a matter on which he had been misinformed, and the *Empire* published these remarks. We met, and took a week to consider the matter, and then we thought we would let the thing pass. We occupied a respectable position, and had a right to express our opinion.

801. *Mr. Webb.*] On leaving the Court at any time were you accosted by Mr. Tunks? No.

802. Or by Dr. Wilson? No, I never spoke to him in my life up to that time, and long afterwards. The first time I spoke to him was in East Sydney election.

803. Or by John Davies? I have not the pleasure and honor of his acquaintance. I saw him the other day, and he bowed to me, and I bowed to him, but I am not a friend of his.

804. Did you see any of these persons accost your brother jurors? Certainly not, and from the known character of the men had anyone done so they would have repelled them indignantly. Fleetwood and Farmer are very particular men, so much so that when they wanted to express an opinion to me they called me aside to do it. The case was all a matter of the credibility of the witnesses, and as to whether Mr. Scholey had been actuated by malice or not.

805. What arrangements had you for obtaining refreshment? We always lunched together, to the best of my recollection.

806. And if anyone had spoken to your brother jurors then you would have seen them? Yes. My brother jurors might perhaps on some occasions have been in the Court a few moments before me in the morning.

807. *Chairman.*] You remember Mr. Forster being examined during the trial? I do.

808. Do you remember when Mr. Forster left the witness-box, or was about to leave it, you asked him if he had not given some orders for the return to be furnished to him by the Warden, and he said he must have done so from the circumstances? Yes, that was the nature of his answer. We were anxious to understand whether the Minister afterwards received that report. We did not care who it was; and it was just before Mr. Forster left the box that we had from his own mouth his knowledge of the report being in his office. I turned round to my fellow jurymen, and said, "Very, very strange." It seemed to me so extraordinary, knowing what an honorable man Mr. Forster is in his public life, and it called my attention to it, because we considered that this Warden did his duty in forwarding the report, and then the case should have been taken up by Mr. Forster. But we were not there to try Mr. Forster, otherwise we should have found him guilty of a gross dereliction of duty.

809. *Mr. Wearne.*] Do you think that we should do right to pay Mr. Scholey his costs? I think you would only do what is right if you repaid him every shilling. He was a public man, and did his duty, and I think he is entitled to have his costs paid. I saw him under examination, and we believed that he was the witness of truth. I did not know him then, but I have a respect for him, simply from what came to our knowledge when we were on our oaths as jurymen.

810. Was there any expression fell from the Judge in favour of Mr. Eckford;—did the Judge seem to have a leaning towards Mr. Eckford? No; I considered that Judge Faucett's summing up was very fair. He is a timid Judge as you are aware, and he did not give any opinion, except on the law bearing on the case. He told us it was our province to ascertain whether the defendant was actuated by malicious motives, and whether he performed his duty as a public man. Then the remainder of his charge was as to the credibility of witnesses. For instance, Eckford brought forward several witnesses, who stated as facts matters which were quite contrary to the truth. There was one man,—Fitzpatrick I think, the driver of a mail-coach,—whom if I had been Judge I would have committed. The Judge had a painful duty, and his summing up was very fair. The Judge's charge was mainly as to the credibility of the witnesses, as to whether the defendant had been actuated by malice, or acted upon *bonâ fides*. The jury found that he acted in *bonâ fides*.

811. Then if Eckford has said that the Judge in his charge exonerated Eckford, that is not true? He certainly did not. He said in the usual way, "If you think Eckford's witnesses spoke the truth you will find for the plaintiff, but if you do not believe them you will do so and so"; and the "but" completely overwhelmed the "if." I forget now what expression of opinion the Judge gave when the verdict was given, but our impression was that it was clear beyond all doubt that the charge against Eckford was proved, that the report was sent to the proper quarter, and that Mr. Scholey acted, as I hope every public man will act in similar circumstances. Mr. Scholey is a stranger to me, but I have met him once or twice at West Sydney or East Sydney election, and I have said "good morning" to him, or something of that kind; but he gave the jury a favorable impression in this case. Mr. Eckford I have known slightly, and I forget whether I have had any business transactions with him or not. Of course, after his counsel's opening speech, the feelings of the jury were perfectly with poor Eckford, as the matter was described to us by his talented counsel; and we altered our opinion solely on the evidence, and on the evidence alone. We did not allow Sir James's great forensic abilities to influence us; we went solely by the evidence which was so clear. I enter largely into these matters, because I am told that Mr. Scholey claims to be compensated for loss sustained in performing his public duty, and because I wish always the right man to win.

WEDNESDAY;

WEDNESDAY, 26 FEBRUARY, 1873.

Present:—

MR. BURNS,

MR. WEARNE,

MR. WEBB.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Michael Fitzpatrick, Esq., M.P., called in and examined:—

M. Fitzpatrick, Esq.
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812. *Chairman.*] In 1868 you were Under Secretary for Lands? I was.

813. Do you remember at any time, about October, 1868, a representation being made to the Minister for Lands concerning the expenditure of money on the road from Maitland to Cessnock? I cannot fix the month, but I remember a communication, personal and written, on the subject.

814. By whom? My memory of the case is this; and I may say I have had no opportunity of refreshing my memory: One day—I cannot fix the date—Mr. Scholey called on me, saying, if I remember rightly, that he was sent to me by Mr. Parkes, as being the proper person to inquire into the matter which he had in hand. Mr. Scholey represented to me that there was reason to believe that some malversation in the accounts of the Cessnock Road had taken place, which I understood to amount to a charge that money was alleged to have been expended by the trustees which had not been expended. I told Mr. Scholey that I could not deal with a charge of that sort, except it were made in writing, so that the person making it would be responsible for the charge. I told him that that was the practice of the Government. He said in effect that he would appeal to the Minister for Lands, to which I said there was no objection; and, if I remember rightly, I directed a messenger to show Mr. Scholey to the Minister for Lands. The Minister at the time I think was Mr. Forster. I had a communication afterwards, on the same day, with Mr. Forster, who mentioned to me that he had given Mr. Scholey the same intimation that I had given him. I remember Mr. Forster remarking upon the fact that he had given Mr. Scholey the same intimation that this statement should be made in writing. Shortly after that a long and precise statement, with accounts appended, came into the office, purporting to come from the District Council of Maitland. In my official capacity I opened the documents, and found that they professed to be a statement of this alleged malversation, but the document was not signed by anybody—not by anybody at all—and although it professed to proceed from the District Council of Maitland it had not the corporate seal of the Council. I submitted the case at once to the Minister for Lands, and by his direction I returned these documents to the District Council of Maitland, with an intimation that they should be signed by somebody, or the corporate seal attached, so as to authenticate the statement. In a short time they were returned, either signed or with the corporate seal attached, so as to authenticate them. On that the Government commenced to investigate the charges. I cannot attempt from memory to pursue the case, because the papers went to various offices outside my own, and I had no hand, or scarcely any, in the investigation of the charges.

815. When you returned this statement which you received from the District Council to it again for signature or seal, do you remember its being sent back? I believe it came back either signed or sealed so as to authenticate it, because short of that the Government would not have entertained the case.

816. Were you present at any interview between Mr. Scholey and Mr. Forster? I was not.

817. You could not be aware then, whether at his interview with the Minister he was given to understand that he should be held harmless on account of this matter? I know nothing of that, for I was not present.

818. When Mr. Scholey had an interview with you, did you receive any letter from Mr. Parkes at that interview, introducing Mr. Scholey, or otherwise? I am not sure whether he had any letter, but I think Mr. Parkes directed him to come to me, the reason being that I had charge of the minor roads at the time. I ought perhaps, in justice to Mr. Scholey, to say, that he stated to me that he thought he ought to be held harmless, because he was acting in his public capacity as Warden of the District Council, and I told him it was not the practice of the Government to investigate any charge against anybody, except it were made in writing, so that the writer might be responsible.

819. It is probable that Mr. Forster made the same intimation to him? I remember remarking that both he and I had given the same advice to Mr. Scholey on that point, about putting it in writing.

820. Did you examine any of the documents or balance sheet that Mr. Scholey sent in? I did not; I had an accountant under me, and he so far examined them as to see what amount had been placed to the credit of the road trust.

821. *Mr. Burns.*] Do you recollect how long Mr. Scholey was in conversation with you about this matter? It might have been five minutes, or it might have been ten—not very long.

822. After the Government received this report, do you recollect whether any steps were taken to bring to account the person or persons against whom the charges of malversation were made? The Government, as soon as this charge came in signed, sent it, according to the usual practice, to Mr. Eckford for his report. A reply was received, which reply was dealt with in several offices by the Government at the time.

823. Do you recollect Mr. Eckford making some counter-charges against Mr. Scholey? I do not. I think there was something of the kind in Mr. Eckford's letter.

824. Do you recollect how they were dealt with by the Minister? I do not; I do not remember that the Minister dealt with any charge against Mr. Scholey.

825. You do not recollect the Minister writing in the usual official way to Mr. Scholey, to the effect that his explanation of these charges was satisfactory? No. There would, of course, be the letter among the papers, if it had been so.

826. Do you know of any steps being taken by the Government, beyond reference from department to department, to deal with this charge of malversation of public funds? I think there were steps, but I cannot say from memory what they were.

827. Do you recollect any instance, in your official experience, where a charge was made of malversation of the public funds, and the matter was allowed to rest on the part of the Government? I do not recollect why the case was allowed to rest. Whenever a charge was made, the practice was to send the charge to the party accused. That was done in the case of Mr. Eckford.

828.

828. Did the Government pronounce any opinion on Mr. Eckford's answer to the charges? I cannot from memory say they did.

829. Are you aware that an action was brought against Mr. Scholey for having sent in that report to the Government? Yes.

830. Do you recollect Mr. Forster being examined on the trial? No; I was not examined on the trial myself.

831. Were you not examined as a witness? No. As a matter of current report I believe Mr. Forster was examined.

832. *Mr. Webb.*] Do you know whether any steps were taken in reference to these charges, except referring to Mr. Eckford for his report? I cannot state how far the inquiry went, because it was not conducted by me, beyond this, that the accountant under me examined the statement as to the money put to the credit of the trust. Mr. Eckford sent in a number of statements tending to combat the charges made by Mr. Scholey, but I had nothing to do with any investigation.

833. You do not know whether there was any official investigation? I think the papers were sent to the Works Department, and to the Crown Solicitor. Why the inquiry was not concluded I cannot tell you.

834. I gather from your replies that there was no regular investigation? I think there was an investigation. How far it may be considered regular I do not know; but the ordinary course was taken, to hear the reply of the party accused. The ordinary official course was taken.

835. There was no decision arrived at? Not as far as I know. I have an impression that Mr. Eckford threatened legal proceedings, and that the Government were not indisposed to let the case wait the result of those legal proceedings.

836. From your position in the Lands Office are you able to state whether Mr. Scholey was an officer of the Government—whether he was appointed Warden by the Government? We did not look upon him as an officer of the Government, but as acting in a public capacity. He certainly made it clear, when he first came to me, that he was acting in his capacity as Warden, not as a private individual.

837. Is it not usual, when charges are made by public men, to thoroughly investigate the matter? Yes, certainly; but the Government very frequently stays its hand when the same issue is being tried in a Court; and the obvious reason is, that the Court offers better grounds, because the statements are made on oath. The statements made by Mr. Scholey and the opposite ones by Mr. Eckford could not be dealt with with the same confidence.

838. I suppose you are aware that the verdict was given for the defendant, Mr. Scholey? I believe it was.

839. Did the Government take any action as to that? Not that I am aware of. I think that shortly after there was another Government, if I remember rightly.

840. Are you aware of any mode by which Mr. Scholey could obtain redress, except by applying to a Committee of the House? I do not know that that is a question for me to answer; I think it is rather a legal question. With the consent of the Government, Mr. Scholey might sue the Government perhaps.

841. *Mr. Wearne.*] When Mr. Scholey asked if you would hold him harmless, I suppose he meant in the event of the charges he made being proved? My impression was simply this: That Mr. Scholey was making a statement that affected the character of Mr. Eckford, and that it was not becoming in me to accept a charge of that sort, unless somebody was responsible for it. I had no doubt Mr. Scholey was acting in his public capacity, but that did not alter the case, for whoever makes a charge is called upon to make it in writing, so that he may be responsible for its accuracy. Then the position arises, whether Mr. Scholey made this charge in his public capacity, and in good faith, or not; but the fact of his being a public functionary does not alter the case as regards the authenticity of the charge and the necessity for its being made in writing.

842. I want to get at the conditions on which Mr. Scholey wanted to be held harmless? The only condition I understood was this, that as Mr. Scholey was acting in his public capacity he thought he ought not to be personally liable.

843. In this case the verdict in a Court of Law showed that the charges were true, and yet Mr. Scholey is a sufferer? That may be inferred. The action was one for libel, and Mr. Scholey got a verdict. Now, if I understand rightly, Mr. Scholey is asking to be compensated for expenses out of pocket, the allegation being that what he did was done in his public capacity, and therefore he ought not to be personally liable. I believe that what he did was done in his public capacity, but whether he is to be compensated it is not for me to say.

844. After this case had been decided by the Court the Government did not give their verdict? So far as my memory serves, I do not think the Government ever gave a verdict upon it.

845. *Mr. Burns.*] In a case where a gentleman acting in a public capacity brings a defaulter to account, and is proved to have done so, do you think it material whether he had a promise or an implied promise of indemnity from the Minister or not? I say decidedly not. I have said already, that the proper footing on which matters of this kind should rest is, that the party making the charge should be held responsible for that charge, and that there should be no promise of indemnity, but that his vindication should depend upon the result. But I would add that if the Government, by its Minister, promised any man making such a charge that he would hold him harmless, in that case he ought to be held harmless of all costs, without reference to the vindication.

846. Where a duty of this kind has been discharged by a gentleman in a public capacity, and he has vindicated his charge, would you hold, as a matter of public policy, that he should be indemnified by the Government? That is a question I would rather answer in another place. As a general answer I would say yes.

Stephen Scholey, Esq., M.P., further examined:—

847. *Chairman.*] Do you remember when you were appointed Warden of the Maitland District Council? Yes, in May, 1868.

848. Do you know by whom you were appointed? By Sir John Young.

849. By what document or form were you appointed? The document which I now produce, under the hand of the Governor and seal of the Colony. (*See Appendix B.*)

M. Fitzpatrick, Esq.
26 Feb., 1873.

S. Scholey, Esq., M.P.
26 Feb., 1873.

Mr.

Mr. Thomas Hughes called in and examined:—

- Mr. T. Hughes.
26 Feb., 1873.
850. *Chairman.*] Are you at present secretary to the Maitland District Council? Yes.
851. When were you appointed to that position? I think in October, 1867.
852. What were your duties in connection with the District Council? To attend the various meetings, and take minutes of the proceedings.
853. Is this the minute-book (*handing a book to the witness*)? Yes.
854. Did you enter in this minute-book the proceedings of the Council always? Yes.
855. Whenever it met? Yes.
856. You entered the matter on which they deliberated and the decision at which they arrived? Yes.
857. Do you remember whether, on the 19th of May, 1868, the Council made an arrangement as to what particular Commissioners should expend the money on the various roads? Yes.
858. Could you state who was appointed to control the expenditure for that year on the road from Maitland to Cessnock? Mr. Eckford.
859. What amount of money was placed in his hands for expenditure? £350.
860. Do you remember who was then Warden of the district? Mr. Scholey.
861. Do you remember during the month of October, or about that time, Mr. Scholey making a representation to the Council of maladministration of this money? About November, I think.
862. What representation did he make to the Council? He moved a resolution in the Council, at one of the meetings, that a committee should be appointed to examine the expenditure of that particular branch. That was on the 2nd November.
863. What action was taken at this meeting on the 2nd November? A committee was appointed to examine into the expenditure on the Cessnock Road.
864. That committee was appointed in the ordinary way at a legally called meeting of the District Council? Yes.
865. Do you remember what action the committee took? Mr. Scholey produced some documents in reference to the expenditure on the road, and a balance sheet was prepared from it, which showed there was some deficiency in the accounts.
866. Did this committee bring up any report to the Council at any time as to the result of its investigation? Yes, on the 17th November.
867. What took place on the 17th November with regard to this committee;—did they bring up a report? The Warden did, on behalf of the committee.
868. You were present? Yes.
869. Was this a written report? I am not quite sure whether it was a written one; I rather think the Warden read it, but I am not quite sure.
870. Was that report adopted by the Council? Yes.
871. In the manner that reports usually are? Yes.
872. Do you remember whether the Council also at this meeting on the 17th, gave the Warden any instructions as to any proceedings he should take with regard to this report? Yes, I remember that the power originally given to the committee was to be retained by the committee.
873. Did the Council direct the Warden to bring the matter under the notice of the Minister for Lands;—after they adopted this report did they direct the Warden to bring the whole matter of it under the notice of the Minister for Lands? On the 9th December there is the following minute:—“The Warden reported that he had been to Sydney and had seen the heads of various Departments, who advised him to forward a complete review of the whole case to the Lands Department Office. Mr. R. W. Thompson had prepared the necessary documents, which he submitted, and moved, that the report embodied in such document be adopted; four votes; carried.”
874. That was done at the request of the Council? Yes.
875. Is the report which was forwarded entered there? Yes.
876. Are you aware that Mr. Scholey proceeded to Sydney for the purpose of presenting this report?—
877. Did he intimate that he had done so to the Council when he returned? Yes.
878. Do you remember personally from your own knowledge that he reported to the Council that he had an interview with the Secretary for Lands? Yes, I do.
879. Could you state, either from memory or from any entry in the minute-book, what he said was the result of his interview with the Minister for Lands;—what he reported to the Council respecting that interview? I do not know whether I have an entry here or not, but as far as my memory serves me he said he had seen Mr. Forster, who requested him to have the whole particulars of the case referred to him. Mr. Forster requested Mr. Scholey to have the particulars reported and sent to him.
880. Do you remember Mr. Scholey stating anything further respecting it;—did he mention to the Council that he was given to understand that he would be indemnified against any loss? Yes, that was the effect of it. Mr. Scholey, in a jocular way, referred to the cost of it, and I gathered from the tone of his remarks that Mr. Forster had given him to understand that he would suffer no loss by it.
881. Do you find anything respecting his report under the date of 4th December? I think that must refer to the date of the document which Mr. Scholey read. Mr. Scholey read that document to the Council at a meeting on the 9th December.
882. Do you remember the Government communicating to the Council that this report had been received, but stating that it was not signed by anybody or authenticated? Yes.
883. What steps were taken to authenticate the report? It was submitted to the Commissioners, and some of them signed it.
884. Who signed it? Mr. M'Mahon and Mr. William Keating declined signing it.
885. Do you remember whether the report, after it was returned, was altered in any respect? No, I think not.
886. Do you remember this report ever being altered in committee before it was sent to the Government? I am really not sure, but I think not.
887. Then, if it has been stated to this Committee by any witness, that this was not the report of the Council, but a mere statement of Mr. Scholey's, is that untrue;—is it true, or untrue, that Mr. Scholey merely made a verbal statement, and did not bring up a written report? I do not know whether there was a report submitted, signed by the committee. Mr. Scholey gave in a report.
888. Was it written? Yes. I do not think it was deposited in the office, but Mr. Scholey read from it.

Mr. T.
Hughes.

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889. Was the report adopted by the Council a written report? Yes, the Council adopted a written report, prepared by Mr. Thompson.
890. When it was adopted by the Council whose report do you consider it was? It would evidently be the report of the Council.
891. Could you remember what was alleged in this report;—what was the effect of the report; did it confirm the Warden's statement or not? Yes, it confirmed it.
892. In respect to what? In respect to the deficiency of money on account of the Cessnock Road.
893. What was the deficiency represented to be? About £109.
894. They found and reported what? That this deficiency had taken place.
895. When you call it a deficiency, what do you mean by that;—will you explain what it means? There was a deficiency between the statement which Mr. Scholey produced as having received from some one, and the books of the office, as represented by orders which were drawn by Mr. Eckford for cash handed over by me.
896. The committee reported that, and the Council adopted that report? Yes.
897. And then the Council sent this report to the Minister for Lands? Yes.
898. Did the Minister for Lands send it back for authentication? Yes.
899. Did Mr. Scholey act in all these instances as Warden of the district, and in his public capacity? Yes.
900. Are you aware that an action was entered against Mr. Scholey for a statement put forward in this report? Yes.
901. Are you aware that he was mulcted in heavy costs? Yes.
902. If the Government had not sent this document back, and thus induced Mr. Scholey to sign it, he would not have been liable for what was contained in it. It was by his attaching his signature to it, when returned, that he made himself liable? Yes.
903. And this he did to your knowledge, at the request of the Lands Department? Yes.
904. And, according to your impression, on an understanding that he would be held harmless? Yes. I remember Mr. Scholey stating distinctly that he said to Mr. Forster that he did not care to bear the brunt of this affair, and that Mr. Forster said that would be all right.
905. This report was signed by four other councillors? Yes.
906. But Mr. Scholey, on account of his being Warden, was singled out, and an action entered against him? Yes; because he was chairman of the meeting, and conducted the business of the Council.
907. *Mr. Burns.*] Will you look at that document (*the document appointing Mr. Scholey, Warden of the Maitland District Council; handed in by Mr. Scholey this day*);—does that bear upon it the seal of the Colony, and the signature of the Governor? Yes.
908. Does it not state there, among other things, that Mr. Scholey was appointed to preside over the deliberations of the Maitland District Council? Yes.
909. Has it been the habit all through for the Warden to preside at all meetings of the Council? Yes.
910. The meetings of the Council have been advertised as a rule in the *Maitland Mercury*? Yes.
911. Do you ever recollect an instance of a meeting having been advertised in the *Government Gazette*? No.
912. Was Mr. Eckford present at the first meeting at which it was mentioned by the Warden that there were matters in connection with the Cessnock Road which called for inquiry? I think he was not.
913. Did you attend any meetings of the sub-committee appointed to make that investigation? Yes.
914. Do you know whether the Warden or any other member of the sub-committee made any inquiry for certain missing men before they made any report to the Council? I am not sure whether they made any report to the Council, but the Warden did state that he had made inquiries about some men.
915. Did the members of the sub-committee make any arrangement to make any inquiry with regard to missing men? I do not know that they did.
916. Were you present at a meeting held near Mr. Smith's mills, where it was resolved by this sub-committee to take proceedings against some of the men who were claiming for more work than they had done? No.
917. And you do not know whether the sub-committee made inquiries for these men before they brought up their report? I do not know.
918. Were you at a meeting of the sub-committee, when Mr. Thompson was present? Yes.
919. Did Mr. Thompson prepare this report under the direction of the sub-committee? I think the particulars were given him by the sub-committee.
920. Did you hear the members of the committee make any observation as to their having inquired for some men and they could not find them? I do not know whether it was on that occasion, but I heard Mr. Scholey frequently say so at meetings of the Council.
921. Mr. Thompson prepared a report from information supplied by the sub-committee? Yes, I think so.
922. Did the Warden bring the report of the sub-committee before the Council on the 9th December? Yes.
923. Do you know whether the sub-committee saw the report before it was actually brought before the meeting? I would not say whether they had seen it or not.
924. But you do know that the sub-committee had given directions for this report to be prepared? Yes.
925. That report was adopted by the Council, and ordered to be forwarded to the Government? Yes.
926. Has it been the practice for sub-committees to have the minutes of their proceedings entered in the minute-book? No. They used generally to give a verbal report of what they had done. The result of their deliberations would be entered when they brought up their report. They would usually bring up a verbal report, and the effect of it would be entered upon the minutes.
927. Did you ever know an instance where a written report was brought up by a sub-committee other than in this case? No.
928. Was Mr. Eckford present at the meetings from time to time where this matter of the Cessnock Road was discussed? Yes.
929. Did he make any statement or defence as to matters supposed to affect himself, at any meetings of the Council? He said the money had been spent as stated by himself—that the men had been there.
930. Did he make any explanation in the Council about matters affecting himself, contained in the report of

- Mr. T. Hughes.
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- of the Committee, at any meeting or meetings of the Council? No more than that the money had been lawfully expended, and that he could produce the men who had received it.
931. Had he opportunities from time to time to explain matters contained in the report which affected the administration of this road? Yes.
932. Do you recollect any instance where any Commissioner informed the Council that Mr. Eckford had resolved not to attend the meetings of the Council? Yes.
933. Have you made any entry of that in the minute-book? Yes.
934. Do you recollect Mr. Noble making that statement. Is there a written entry in the book in reference to it? Yes.
935. Do you recollect one instance in particular, where Mr. Eckford made a long speech with reference to this matter of the Cessnock Road? There were so many long speeches.
936. He spoke at length on different occasions? Yes.
937. Were all the meetings of the Council, held during the time this matter was pending, advertised in the usual way in the *Maitland Mercury*? Yes, every one of them.
938. Did you assist in preparing the balance-sheet, showing the amount alleged by Mr. Sheridan to have been paid and the amount entered in Mr. Eckford's accounts? Yes.
939. Do you recollect it being stated by the Warden at different times, or at any time, that he had made careful search for some missing men, and could not find them? Yes.
940. Did any other Commissioner make a statement of that kind, that he also had inquired? I think Mr. Noble did.
941. Did Mr. Bowden make any such statement? I am not quite sure.
942. You say Mr. Scholey, after his return from Sydney, said he had seen Mr. Forster, and that he was to be held harmless. You said that Mr. Scholey spoke of this jokingly;—do you mean that he had said so to Mr. Forster jokingly, or that he reported it to the Council jokingly? That Mr. Scholey had spoken to Mr. Forster jokingly, giving him to understand that he had done his duty and was not disposed to bear the brunt of any proceedings in reference to the matter.
943. Did Mr. Scholey use the word "joke"? No.
944. He said it in an off-hand manner? Yes.
945. Did you think it was a joking matter? No, I did not.
946. Did Mr. Scholey make it clear that he had had a conversation with the Minister, and that he had put it to him that he was to be held harmless? Yes.
947. *Mr. Webb.*] With reference to the report prepared by Mr. Thompson;—if anyone has said that the sub-committee did not meet to give instructions to have that report prepared, is it true or not? The statement would be incorrect.
948. They did meet? Yes.
949. Do you know how many times that committee met, of your own knowledge? I think only twice that I am aware of.
950. How were the meetings of the committee called? The committee arranged among themselves.
951. Were you generally present? No.
952. Were you present on two occasions? Yes; I am sure of one; and I think I was present on a second occasion, after one of the workmen had been summoned to Court for some matters in connection with it; I think on that afternoon the sub-committee met.
953. Do you know whether they had any other meetings? I heard that they had other meetings, but I was not present.
954. *Chairman.*] Will you look at this report, marked "No. 2," in the printed papers—the report sent in to the Government by the District Council of Maitland. Do you recognize that as the report? Yes.
955. Were you examined as a witness at the trial of Eckford *v.* Scholey in Sydney? Yes.
956. In what manner was it alleged that this money had been misappropriated? It was stated that it was shown in the vouchers or pay-sheets sent in by Mr. Eckford that certain money had been paid to certain individuals, but that those persons had never worked on the road, and after various inquiries could not be found.
957. What were the names of these individuals? Thomas, Anderson, and Avery. It was also stated that some of the men who had worked had been over-paid, or that more money had been drawn to pay them than they had earned.
958. More money was drawn by Mr. Eckford than they alleged they had received? I cannot say that.
959. They alleged they had never received it? It was shown that they never earned it; I do not know that they said they never received it.
960. *Mr. Webb.*] Did Mr. Eckford produce these three missing men at the trial? I think not; I did not see them; and I never heard that he did.

THURSDAY, 27 FEBRUARY, 1873.

Present:—

MR. BURNS,
MR. WEBB,

MR. TUNKS,
MR. MACINTOSH.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Mr. R. W. Thompson called in and examined:—

- Mr. R. W. Thompson.
27 Feb., 1873.
961. *Chairman.*] Do you remember in 1871—you will correct me if it was not in that year—that you acted as attorney for Mr. Scholey, the Warden of the Maitland District Council, in the case in which an action was entered against him by Mr. Eckford? Yes, I recollect the case perfectly well, but I cannot be certain as to whether it was in 1871 or not. I would not be quite sure about that, but I think it was in 1871. The case was tried in Sydney.
962. Can you state to the Committee how this case arose? Well—do you mean my own impression of the matter?

963. What came under your own knowledge—the reasons why Eckford entered the action? Well, it came about in this way: Mr. Scholey, from some information he received, was led to investigate the conduct of some men who were at that time working on a road between Cessnock and Maitland, and he came to me about the matter. After he made some investigations he asked my advice upon it. I gave him my advice, and in consequence of it he came to Sydney for the purpose of seeing the proper officials. After that he came back from Sydney and informed me that he had seen Mr. Forster, who was then Minister for Lands, and having jurisdiction over the Roads Department, and that Mr. Forster had instructed him to take a certain course, and that was, to get a report prepared and forward it to Mr. Forster's office, and he would see that it was duly attended to. Mr. Scholey then, with some others of the District Council, instructed me to prepare the report from the materials which he furnished to me. I accordingly drew up a report and submitted a draft of it to Mr. Scholey, and after being laid before the Council it was returned to me slightly altered in one or two particulars. It was then engrossed by me and, as I understood, forwarded in due course to Sydney. A short time afterwards it came back with a letter from the department, stating that the report not being signed was not sufficiently authenticated to be acted upon, and that it must be signed and sent in again. I understood that that was done. It then came to my knowledge that the original report was forwarded to Mr. Eckford for his answer, and shortly after that Mr. Eckford having attacked Mr. Scholey, both in the Council and outside of it, Mr. Scholey considered it due to his position to bring an action for slander against Mr. Eckford, which he accordingly did. In that case I was employed as Mr. Scholey's attorney, and we recovered damages against Mr. Eckford. The costs in that action were very heavy—upwards of £600, I think—and as Mr. Eckford did not pay the amount I took out a *ca. sa.* against him and —

Mr. R. W. Thompson.
27 Feb., 1873.

964. I beg your pardon, but you are now entering into the case of Scholey against Eckford, with which we have nothing to do? I don't intend to enter into it at any length, but merely to show the foundation for the other case.

965. Proceed? The result of that case was that Eckford went into hiding, and after some time Mr. Eales gave us his cheque for £500 to cover everything. Some time after that action, the action of Eckford against Scholey, founded on this report, and upon another document that was afterwards sent in—a supplementary report—was commenced.

966. You received instructions from Mr. Scholey and others of the Council to draw up the report? Yes. It was in this way: *Four of the Council were appointed to investigate the matter. They met twice when I was present—

967. You were present at their meetings? Yes, I was present on two occasions, and Mr. Scholey was specially deputed to see me, and instruct me in what was necessary to be done.

968. After the report was sent in to the Council it was slightly altered? It was. There were, as far as I remember, some trifling verbal alterations made.

969. Are you aware whether this report, when brought up, was adopted by the Council? Only from what I heard. I was not present at any of their meetings.

970. You are aware that it was sent back from the Lands Office for authentication? Yes, and it was then signed by a majority of the Council, and among them by the Warden.

971. Then the action would not have laid against him but for his having signed the report? No, it would have been difficult to have identified him with it.

972. And he did this at the request of the Minister of the day? Yes; I saw the letter instructing him to do it.

973. Upon this report, or the allegations it contained, did Mr. Eckford enter his action? Yes, upon that and upon a subsequent report. There was a short subsequent report, referring principally to three men, who were alleged to have worked on the road. From the time of the sending in of the original report and the supplementary report, I made every effort to discover the existence of those men. I set agents to work, and I believe Mr. Scholey did too; in fact, every reasonable endeavour was made to discover whether these men were really working on the road or not, or had no existence, and we could find no trace of them. Nor could we find any trace of a man named Macilroy, or MacEvoy, who was said to have worked on another part of the road with a horse and cart. That was set out in the report.

974. Do you remember any other men being missing? Four men only I remember. They were Thomas, Anderson, and Avery as day labourers—pick and shovel men—and MacEvoy was said to be employed with a horse and cart.

975. Upon these reports, furnished to the Government at their own request, and by Mr. Scholey in his public position, Mr. Eckford entered the action? Yes.

976. What was the result of that to Mr. Scholey? Mr. Scholey having succeeded in the case Mr. Eckford went into the Insolvent Court.

977. The Court decided the case in his favour? The jury decided in Mr. Scholey's favour, after a retirement of about 20 minutes.

978. What was the result to Mr. Scholey? That he had to pay a large amount of costs which he could not obtain from Mr. Eckford, who became insolvent.

979. Then Mr. Scholey had not only to pay his own costs, as between attorney and client, but Eckford's costs also? Yes, exactly. He had to pay the whole of our costs in conducting the case, costs as between party and party, and as between attorney and client as well.

980. How long did the case last? I think that we were sitting 11 days.

981. There were a large number of witnesses on both sides? Yes, a great number. We examined twenty-six I think.

982. Most of them came long distances? Most of them came from the Wollombi and the neighbourhood.

983. *Mr. Burns.*] From Cessnock? Yes, and from beyond Cessnock. Persons passing along the road. They came from the Wollombi, from Millfield, and Illalong, the neighbourhood of Bishop's Bridge, and Cessnock.

984. *Chairman.*] What was the amount of the costs Mr. Scholey had to pay out of pocket? I cannot tell you without seeing the account; but it was over £1,000, I think. Mr. Scholey has the account.

985. Do you know this return which has been laid before Parliament;—can you refresh your memory with that? Yes, this is correct.

986. Is that document with your name attached a true copy of the receipt you gave to Mr. Scholey? Yes, it appears to be.

987.

- Mr. R. W. Thompson. 987. Will you read it please? "Scholey ats. Eckford: Received from Stephen Scholey, Esquire, the sum of one thousand two hundred and sixty-seven pounds seventeen shillings and seven-pence, amount of costs between attorney and client, in this action (not taxed). R. Thompson and Pigou, West Maitland, 21st August, 1871. £1,267 17s. 7d."
- 27 Feb., 1873. 988. Were there other costs? There were others that I am aware Mr. Scholey paid out of his own pocket. He paid a man named Ramsden £14 2s. 4d.
989. A witness? He was a witness, and a very important witness too.
990. I suppose there are occasions in important trials of this sort, where so much is at stake, persons must pay some witnesses almost anything rather than be without them? Undoubtedly. Of course if a witness did not come willingly his value as a witness would be destroyed, and he would come as an unwilling witness. Of course there is a certain scale of allowances to witnesses, but if a man says, "It will cost me so much to attend; you must pay me for loss of time," we must pay him. As far as these witnesses were concerned, however, none of them were paid at an extravagant rate. They were paid by me at a rate I believe the Prothonotary would allow on taxation, and the bill was submitted to the Prothonotary in the first instance.
991. And taxed? Yes, and we got out a *ca. sa.* to take Eckford's body again, and that was set aside and this money charged here. £14 7s. 8d. was paid to Mr. Hart in connection with that. There are some other expenses here, besides those of the witness Ramsden. The expenses at the hotel, for instance, which he paid, and which we allowed for; he paid £33 for the expenses of his witnesses at the hotel.
992. Is that in your bill? No, Mr. Scholey paid that besides, and I had a voucher for it. And then he was under some expenses himself, which he set down at £25. This makes the total of his claim up to £1,354 17s. 7d.
993. Do you think that all these charges are strictly reasonable? I do indeed. As far as our costs are concerned we cut them exceedingly close, and after they were made out in the first instance we deducted about £170, because I knew Mr. Scholey was a loser by the transaction, and could ill afford to lose the money.
994. Is it your opinion, from your knowledge of the facts, that Mr. Scholey acted throughout the whole of this case, in bringing improper expenditure under the notice of the Government, in his public capacity, and under the impression that it was his duty as Warden of the District Council to do so in defence of the public funds? Undoubtedly. I had not the slightest doubt about that. His conduct struck me as being very praiseworthy, and had he acted otherwise than he did I should consider him as blamable as the man into whose conduct he had to inquire.
995. You would consider him culpable to wink at any such expenditure? I should have thought him gravely culpable and utterly unfit to hold his position.
996. *Mr. Burns.*] Did Mr. Scholey lose any money in the first action in costs, as between attorney and client? Yes.
997. About how much? I cannot tell. In the first place, he lost the difference between the taxed costs and the interest on the judgment—he lost the difference between £500, and whatever the taxed costs were—something over £100 —
998. He has made no claim for loss sustained in that matter? No.
999. This report you drew up from information supplied by the sub-committee? Yes.
1000. Were you paid by the Council for drawing up that report? No, not for drawing up the report. A majority of the Council repudiated the action of Mr. Scholey and his co-committee-men in that matter.
1001. Were you not afterwards paid by the Council? I do not think so. It may have been so, but I would not be sure.
1002. Are you sure it was not paid afterwards by the Council? I can't say.
1003. There was some squabbling over the matter? Yes, Mr. Eckford had a majority in the Council at first, and those who were with him voted against the payment. The matter was tested in the District Court, and the Judge held that the Council was not liable.
1004. For what reason? I can't say.
1005. Did the other members of the sub-committee concur in the report? I can only say from what I heard. I understood that two of them certainly did—Mr. Keating and Mr. Bowden.
1006. And you prepared the report from information supplied to you by Mr. Scholey? Yes, on behalf of the committee.
1007. *Mr. Tunks.*] The first report bore the signatures of several of the Councillors? Yes.
1008. Would each of those who signed it have been liable to a similar action as was brought against Mr. Scholey? Undoubtedly. They were threatened; and no doubt if Mr. Eckford had succeeded in the case of Mr. Scholey, he would have brought actions against all who signed.
1009. Are you aware whether the Commissioners signed the second report? I do not think any of them did. I do not think they were asked. I prepared the report, and Mr. Scholey signed it, and I sent it on.
1010. Mr. Scholey acted under your advice? Yes.
1011. *Chairman.*] That report was adopted before being sent to the Council? I am not clear.
1012. The report signed by the four? Yes, that report was adopted by the Council.
1013. And being adopted, it became the report of the Council? Undoubtedly.
1014. *Mr. Webb.*] Could you not recover from the Council for having prepared the report? I endeavoured to do so unsuccessfully.
1015. Where? In the District Court at Maitland.
1016. The report you drew up was adopted by the Council, and yet the District Court Judge refused to give you a verdict against the Council? He did. I took it that he thought it was a matter to be paid for by the Government, as it was done at the instance of the Government.
1017. Did the Judge make any remark as to who ought to pay for the report? That I cannot take upon myself to say. We got a verdict for part of the amount—some part of what we sued for; but the whole of our claim was denied in the first instance.
1018. *Chairman.*] That charge is not included in Mr. Scholey's claim here put in? No, not in any way.
1019. *Mr. Macintosh.*] You have said that you prepared the report from information given you by Mr. Scholey;—was it given verbally or in documents? It was partly verbal and partly documentary. There were, amongst other matters, a copy of the pay-sheet and time-table kept by one of the men on the road.

1020. His verbal statement was embodied in this report? Yes, everything that he communicated to me was embodied in the report. I had before me copies of the pay-sheets, upon which the men were paid, and on which Eckford had said he had paid these four men, who could not be discovered, and receipts for cheques, and this time-sheet that was kept. I don't remember any other documents than these.

Mr. R. W. Thompson.
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1021. And Mr. Scholey filled up the remainder of the information verbally, as to what he himself had seen upon the road, and as to the information given to him by several persons? You will find from the report what it was that Mr. Scholey himself discovered. It is mentioned in the 5th paragraph amongst others.

1022. And that report, which you prepared from his information, was adopted by the Council? Yes; adopted and sent to the Lands Office, and then sent back again for the signature of the Warden of the Council.

1023. *Mr. Tunks.*] Do I understand you to say that you attended two meetings of the committee at which this matter was discussed? No; the report was not then discussed; it was not then drawn up; but when the matter was discussed, and Mr. Scholey informed them of what he had discovered, I was present. When it was decided, on my advice, that he should proceed to Sydney, and when having received the instructions of the Minister for Lands, Mr. Scholey was to give me all the information, and I was to draw up the report.

1024. Do you remember the Councillors who were present? I remember Mr. Keating, Mr. Bowden, Mr. Scholey, but do not recollect any other.

1025. *Mr. Burns.*] But all agreed that this report should be drawn up? No; I was present when they were receiving the information from Scholey, but the report was not drawn up until after he saw the Minister. Mr. Scholey saw me at my office, and detailed to me more particularly the matters I had to put into form.

1026. Did it appear that they had made inquiries before directions were given for the report? Yes, they did, but I did not hear of their inquiries until afterwards. They could not discover these men at all.

1027. *Chairman.*] How many counsel were employed for Mr. Scholey when the case was tried before the Supreme Court? Three.

1028. Who were they? Sir James Martin, Mr. Windeyer, and Mr. Wisdom.

1029. How many for Eckford? I think three also. I am quite sure he had two, and I believe there was a third. Sir William Manning and Mr. Darley he had I know.

1030. And Mr. Pilcher? Yes, Mr. Pilcher was the third.

1031. The case was tried before a special jury? Yes.

1032. *Mr. Webb.*] I think you said before that you had been paid these sums? Yes.

1033. *Chairman.*] And that is a copy of your receipt? Yes.

1034. *Mr. Burns.*] Did you come to Sydney specially to attend this Committee, or did you come on other business? Well, I should not have come but for being requested to give evidence before this Committee, but I have another matter in Sydney which claims my attention.

William Tunks, Esq., M.L.A., a Member of the Committee, examined in his place:—

1035. *Chairman.*] It has been stated before this Committee that during the trial, in 1871, of the case of Eckford v. Scholey, which lasted about eleven days, that you on several occasions "collared" the foreman of the jury, and the witness said he inferred from that that the jury was influenced by you and others into giving a verdict against Mr. Eckford. Is that the fact? That is not a fact. I may state that I never interfered with that jury, or any member of it, or with any other jury in my life.

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1036. *Mr. Burns.*] Were you in Court during the trial? I may have been there, but I don't particularly recollect it. It is quite possible that I may have gone in as I passed by.

1037. You have no recollection of speaking to any of the jury on the trial? I have no recollection of speaking to any of the jury. The statement that I did so is wholly untrue.

1038. *Mr. Macintosh.*] You took no interest whatever in the trial? I can't say that, but I had no direct interest in it. There was great excitement at the time. At that time I had never seen Mr. Scholey, or spoken to him in my life.

THURSDAY, 6 MARCH, 1873.

Present:—

MR. BURNS, | MR. WEARNE.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

William Forster, Esq., M.L.A., a Member of the Committee, examined in his place:—

1039. *Chairman.*] I believe, Mr. Forster, that you were Minister for Lands in the latter end of the year 1868? Well, probably about that time; I don't speak positively as to the date; but I have no doubt that is correct.

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1040. Do you remember, when you were in that position, Mr. Scholey, the Warden of the Maitland District Council, waiting upon you and bringing under your notice an alleged improper expenditure of money which had been granted for the repair of the Cessnock Road? Yes, I recollect that well. I recollect Mr. Scholey coming to me personally and making statements to me that implied a suspicion of money having been misappropriated, or not properly accounted for by Mr. Eckford.

1041. Was any inquiry made by the Government? I cannot remember any more than the impression produced on my mind that it was a proper thing to inquire into, but I don't see how the Government could have inquired into it. I told Mr. Scholey to place the matter in form before the Government—that would follow as a matter of course, and I presume I did so—as far as I know I did so; but I have no special recollection of anything that occurred afterwards. All I desired was that the matter should be placed before the Government in some form that would enable us to give an opinion.

1042. You probably asked Mr. Scholey to send in a written statement of the facts? I dare say I did. I do not recollect the exact facts, but that a case was made out, rendering inquiry necessary, and a case of

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W. Forster, at least suspicion against Mr. Eckford, I have no doubt whatever; and it is obvious that a person in my
Esq., M.L.A. position could do nothing else than desire the matter to be placed before the Government in a proper
way.

6 Mar., 1873. 1043. It is likely that any Minister, when a verbal statement of this kind was made, would ask for a written statement? I do not think that any Minister could take any other course, and I believe that I did desire Mr. Scholey to do something of that kind.

1044. Do you remember Mr. Scholey saying that before he took any further action in the matter he would expect some guarantee that he should be held harmless for acting in his capacity as Warden? I don't recollect Mr. Scholey making any remark of the kind; and my impression—a very strong one—is, that he did not make any remark of the kind, because it would have produced such an impression upon me that I should remember it distinctly. I regarded Mr. Scholey's position as rendering it incumbent on him to put the whole case into a written form, and I should have expected him to do so whether the Government required it of him or not, and certainly without getting any guarantee, which I was not entitled to give, and which I don't believe the Government would have given.

1045. Do you remember his stating when you required him to send in a written statement that he was willing to give the Government every assistance in prosecuting the inquiry, but that he wished to be held harmless? I don't recollect his saying anything of the kind, and my impression of the whole case was that we would require, in examining such a case, to determine as a preliminary point whether it was possible for the Government to inquire into such a case at all, and I have never been satisfied that the Government could make such inquiry. I have never been satisfied on that point. I was of course bound to listen to Mr. Scholey; but I did not make up my mind at that time that it was the duty of the Government to inquire into the matter then, because I was far from being certain that it was possible for us to do so; and I am not satisfied yet that it was.

1046. Don't you think if it were represented to the Government that a malappropriation of public funds had taken place, it would be the duty of the Government to inquire into the matter? Really I don't feel called upon to give an opinion as to the duties of a Government; but, as far as I am concerned, I have never held that it was the business of the Government to inquire into a case of speculation by a person who was chosen by the people to fill a position of trust. In this case Mr. Eckford was a member of a public body; he was responsible to the people who elected him.

1047. Don't you think the Government ought, in every way in their power, to protect any public funds that they thought were not being appropriated to the purposes for which Parliament intended them, whether those funds were misapplied by district Councillors or not? I think everybody should prevent the public from being robbed, whether he is in the Government or not; there are certain special duties attaching to everybody, whether private individuals or public officers. It is the duty of every individual to protect the public if he can.

1048. Do you remember Mr. Scholey sending in his report? Yes. I recollect the report being sent in. I presume that was the report—there was a report sent in in consequence of a conversation with me. There was considerable delay over the matter, because that report was not signed, and it was sent back to be signed. I may tell the Committee that I am certain Mr. Fitzpatrick knows more about the course taken than I do, because he put it on record, and I did whatever I may have done, *vivâ voce*. Perhaps I may give that as a reason why I am not so well able to furnish information, that, having an Under Secretary who I knew would make a record of all that was necessary, I did no more than was necessary myself. I gave verbal directions. Sometimes Ministers give orders by minutes and sometimes verbally; there is no distinguishing rule.

1049. The report was sent back for authentication, and after its return to the Lands Office did you take any further action? My impression is (of course in all this I shall be corrected by the evidence of Mr. Fitzpatrick)—I am of opinion that the report was sent to some accountant, either to the Auditor General or some accountant in the Treasury, and I think there was some document lost in the transit. I don't know whether it was an important document, but it has never been accounted for since. It was distinctly proved in the Lands Office that we did not lose it, but that the papers went thence entire and correct.

1050. *Mr. Burns.*] We have had Mr. Fitzpatrick examined, and he says nothing of any document having been lost? I think there was, but I don't think it was a matter of any consequence. I am pretty sure there was a paper lost.

1051. You must be confounding some other case? I don't know that it was important, but I am under that impression.

1052. *Chairman.*] On Mr. Scholey's return to Maitland, at a meeting of the District Council, held on the 4th December, 1868, he reported to the Council, as I find by their minutes, his interview with the Minister for Lands, and he alleges, in so reporting (which is entered on the minutes and also published in the *Maitland Mercury*), that in this interview "I further stated I was prepared to assist the Government all I could in the matter, but must have a guarantee that will clear me from all responsibility;" and he further adds that the Minister said, "That was nothing but right";—do you remember anything respecting that? Of course you wish me to confirm that as far as I can recollect. Well, I don't recollect Mr. Scholey asking me for a guarantee, and still less do I recollect giving him one; and from my own knowledge of my views and my disposition to be cautious, I am positive that I cannot have given such a guarantee even if it were asked. If I had done so I should certainly remember it, and I don't think it possible that I could give one under such circumstances; and therefore, to the best of my belief, and with no wish to attach any charge of untruth to Mr. Scholey (he may have imagined something to have been done, or something to have been said which was not intended), I most positively contradict the statement that I made any pledge on my own behalf, or on the part of the Government.

1053. Do the Committee understand you to say that you positively deny that you ever made the guarantee, or that, to the best of your memory, you did not make it? I positively deny it as far as my recollection goes. If it did occur, I don't recollect it, and certainly, from what I know of myself, and from what I recollect of my talk with others, I don't think it is possible for me to have given such a guarantee; and my impression is, that Mr. Fitzpatrick, as far as he is able, would corroborate this contradiction.

1054. Do you remember anything concerning an action brought by Mr. Eckford against Mr. Scholey for libel in the Supreme Court? I believe there was a case of the kind, and I think I gave evidence. I don't think it was of much consequence. I was very slightly examined in the Court.

1055. I suppose you know nothing beyond giving your own evidence? I hardly recollect what I said—I suppose

suppose much the same as now; but I don't remember being asked in Court about the guarantee. I don't think I gave evidence on that point.

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1056. *Mr. Burns.*] Why did you think this was a matter not to be inquired into by the Government? That is a matter of opinion; but I don't see how the Minister for Lands, supposing the Ministry to have resided in my person, was to have acted in the way a Judge or jury would act. Before I could come to a conclusion I must have examined witnesses and have gone through a number of forms of law. All this was unnecessary to determine the guilt or innocence of the person accused. How was it possible for me to have dealt with the case so as to have come to any conclusion upon it?

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1057. Supposing a report were made to you that some public funds had been misappropriated by a department under the control of your department, would it not be your duty to take the matter up? There is a wide distinction between indirect control and direct control; and in fact this matter was not even under the indirect control of the department. I deny that it was my duty to investigate charges against persons over whom I had only an indirect control. If I had had direct control, I should have ordered an inquiry; but you will recollect that if there were any indirect control it was very slight, and indeed I don't know that there was any. Even with regard to this money that Mr. Eckford was charged with peculating, he was still less accountable to the Government, because he was appointed by the Council to administer the money, and not by the Government.

1058. But if the money were from the general revenue, and the Council by whom he was appointed reported through their Warden that there was a misappropriation of the money, do you think the department should not cause an inquiry into it? As far as it could cause one; but I don't see how any further inquiry could be got on the statements made to me. A report comes up to me which is supposed to embody all the charges, and I suppose it did. What is done in regard to all Government officers was done in this case. Mr. Eckford was called upon to explain, to say what he liked in regard to the matter. He did so, and the two reports came before me in such a form, and with such a mixture of statements on one side and the other, that it was impossible for me to unravel them.

1059. Did you not, in sending this report to Mr. Eckford, in some degree affirm the principle that the Government thought it advisable to inquire? That is a matter of opinion. You may think so if you like, but I do not think so. It was my duty to get all the information I could. We got all the information in the shape of a report from Mr. Scholey, and from Mr. Eckford we got all the denials and contradictions. Well, it was there drawn from all the sources at our command, and could have been laid before the House or before a Select Committee, but, I confess, the case appeared to me utterly beyond my reach; I did not see how I could go into the matter. I admit there was a strong case against Mr. Eckford—some suspicion at any rate—but I was never able to convince myself that Mr. Eckford was in the wrong. I would be sorry to guarantee that he was wrongly charged. I cannot speak positively either way, but I could not see how I could come to any conclusion upon those documents, unless I could have examined witnesses and put them on their oath.

1060. You said it was a matter of duty on the part of Mr. Scholey to send in this report? I presume so; but these opinions of mine do not bind the Government or anyone else, I presume it, he being the Warden of the District Council. I presume that having appointed this person it would be his duty to send in the report.

1061. Why should he send in a report if the Lands Department was not bound to inquire into the matter? The object was to see whether the Government were bound to inquire or could inquire. Well, I say, that if the Government were bound to inquire, I did not see how I could have done so upon the evidence before me.

1062. What is the usual course in the case of a misappropriation of public money? It is easy enough in the case of a public officer; but how was I to ascertain if Eckford told the truth or Mr. Scholey told the truth?

1063. Supposing a Commissioner were sent to England, and it was reported that he had misappropriated public money? The Commissioner would be called to account.

1064. And supposing his explanation were not satisfactory? He would be prosecuted. If he could not explain he would probably be dismissed. I had no power to call Mr. Eckford to account. If Mr. Eckford had declined to account to us I don't know anything that the Government could have done. Suppose that now—that is a stronger case—supposing Mr. Eckford refused to give any account at all, what could we have done?

1065. I think we had better let that rest—we will let that matter rest for the present. Supposing your department was not called upon to inquire into this matter, what was the object of the department sending back the report for authentication? Because it was useless without authentication.

1066. Well, but what was the use of it when authenticated? I have already answered that.

1067. For what was it required? To see if the Government could act.

1068. Where was the difficulty of acting? It might not be a difficulty with somebody cleverer than myself, but it was beyond my powers. I don't see how I could investigate accounts of this kind. They were sent to the Treasury, and they didn't do anything there, and they were sent to accountants, and they never made anything of them; and besides, we were informed that the Council had taken a different action.

1069. Which Council? The Maitland District Council.

1070. In what way? By passing some accounts that they had before refused to pass. I don't know that positively. It was merely reported to me.

1071. Supposing a Government officer—(I want to know the practice);—suppose some gentleman in a public position reports that there has been some malversation of the public funds, and proceedings are taken against him for his report, and he proves to the satisfaction of a jury that he was warranted in making the report, and still happens to be a loser by the action;—has it been the custom of the Government to indemnify such an officer? What Government?

1072. Any Government? I am not here to give a history of all Governments.

1073. What are your own opinions? They are exemplified in this case. The only cases have been those of clerks embezzling money, and I don't remember any such case as this. This is a peculiar case.

1074. You have had no case like it? No, it is a peculiar case. I have known cases of clerks of Benches embezzling money, but they have generally been easily proved, but I don't know that I can recollect a case of this kind. The proper person to apply to would be the Under Secretary.

1075. I only ask what has been your own experience? I remember no such case as this all through Responsible Government. I remember none. I have known cases of clerks embezzling money, and I have known

W. Forster, known people dismissed for tampering with letters in the Post Office, and in all these cases the guilt of the parties was clear, and there was little attempt on the part of the persons charged to deny the charges; but in this case I believe Mr. Eckford denies everything.

6 Mar., 1873. 1076. Have you known many cases in which clerks accused of embezzling money have acknowledged their guilt at once? I don't know that they have. I remember the case of a Mr. Poole, the clerk of a Bench, because it was in consequence of his making some frivolous excuse, on being requested to furnish documents, that inquiry was made, and he at once gave the case up, and there was no difficulty in proving it against him.

1077. Did Eckford deny this matter? I don't know whether the case was gone into.

1078. Did Mr. Eckford assign any reason why the Government should not take action? I said the report contained enough to establish a grave suspicion against Mr. Eckford, but then he was asked to state his case, and both these cases came before me, and the matter was then far too complicated for me to unravel. You have asked why the statement was asked for. It was asked for in order that the matter might be explained if possible. Suppose some simple case of robbery had been charged against Mr. Eckford, that he might have denied or not. We might have dealt with that or not, but in this case the whole matter was so complicated I could not come to any conclusion, and I was not called upon to do so.

1079. Then if you were not called upon why did you send back the report? I have already said six times that it was done in order to get information.

1080. For whose information? For the public generally I suppose. If you want to know for whom the information was asked that would be stated in the letters.

1081. If this was a matter with which the Lands Department had nothing to do, why did they deal with it at all? I did not say that. I said it was one of those cases of indirect control with which the Department had little to do. The District Council got certain money that they entrusted Mr. Eckford to expend, and they being his immediate superiors should have taken action against him. They came to the Government to act instead of acting themselves; and the Government were still further away from the facts, and were in a position which prevented them estimating the value of the statements made, as well as the Council could have done.

1082. *Chairman.*] With regard to the members of the District Council being responsible to the electors who elected them, were they not responsible to the electors who elected them for any rates accruing under the Act; and are you aware whether they were not also trustees of the Government for sums of money granted from the Consolidated Revenue? The District Council were trustees of the Government, but they handed over the money to other trustees, who were not responsible to the Government.

1083. But Mr. Eckford was a district councillor? Yes, but he was not responsible to us as Mr. Eckford; he was responsible as a councillor. The money being handed over to him by the Council, he was responsible to them.

1084. But was he not one of the members of the Council? But he was not responsible to us individually. It was the body in the aggregate that was responsible.

1085. Were they not in a position of responsibility as expenders of money that came out of the public chest? Yes, the Council in the aggregate was responsible, but not any individual member of it.

1086. But the whole contains the parts? Exactly; but the parts are not responsible, though the whole may be.

1087. But Mr. Eckford was one of the parts? Yes, but the body in the whole was responsible.

1088. *Mr. Burns.*] Supposing it were reported that any person who had taken charge of public money had misappropriated it, would the Government not take action? I think some such cases have occurred. A case occurred lately in which, though a report was sent in, nothing was done. I don't suppose that in all such cases as you suppose, the Government could act.

1089. Then who could call them to account? I think it would be very difficult indeed, especially if the delinquents were defended by Members of Parliament.

1090. Do you suppose Members of Parliament would defend them? I have known some who would, but I don't suppose all would.

1091. Have you known Ministers who would do it? I should be sorry to think so.

1092. Who would bring Road Trustees to book? That is a more direct case; but I can easily imagine a case in which there would be no doing anything with them.

1093. If the charges made against them were proved? There would perhaps be a prosecution, but in all cases where charges are made, those who take action must first determine whether the proofs are sufficient. You will find that the Attorney General sometimes has a case submitted to him, but declines to prosecute, because the evidence is not sufficient,—much more must a Minister be allowed to state whether he can make anything of a case. It is a matter of discretion.

1094. Then in this case it was a matter of discretion with you to take action against Mr. Eckford or not? I don't think it was a matter of discretion.

1095. You used the word yourself? But not in the sense in which you use it.

1096. What is the meaning of the phrase "a matter of discretion" then? To see whether there was a case on which I could take any proceedings. I had not sufficient proof to justify me in taking proceedings.

1097. Was not that a matter of discretion? I say I did not take proceedings, because I did not think the evidence justified me. I would be sorry to say that Mr. Scholey did not act in good faith, and on the other hand I have never been convinced that Mr. Eckford was guilty.

1098. I am speaking of the discretion used by you in dealing with the case? I said it must be left to the Attorney General's discretion to judge whether evidence is sufficient or not, and in that sense of the word I judged that the evidence was not sufficient to satisfy me of Mr. Eckford's guilt, but if I had been satisfied I don't know in what way the Government could have proceeded.

1099. *Mr. Wearne.*] Mr. Scholey made his complaint and Mr. Eckford repudiated the charges; but of course, if Mr. Eckford said there was money paid away to certain men, the vouchers should have been forthcoming to show that the money was paid, and if they were not would not that be evidence that Mr. Scholey's charges were correct? I don't know, really. I never looked sufficiently into the case to be sure that vouchers were the points in question or not.

1100. If Mr. Scholey said the men were not paid, then Mr. Eckford should show the vouchers and the men who signed their names to them? I am not sure that vouchers were produced. Statements were made as to the supervision of these matters, which showed that the accounts were very irregularly kept. If the persons

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persons employed had been men of business and had conducted the proceedings regularly, then, I suppose, there would have been less chance of a wrong being done, and better means of ascertaining it. But the whole business was irregularly conducted. One point I cannot help noticing, and that is, that the committee first appointed to inquire into the matter, as it appears from their own statements, never met, except in the streets. That is not the way in which we should act. Then again, the report was drawn up by a solicitor, and was not signed at all at first, and was never seen until it was brought before the Council. This was one of the facts that made me think that they had a loose way of conducting their business. I have never said that Mr. Eckford satisfied me of his innocence.

1101. You believe that Mr. Scholey was perfectly justified in making the charge? I believe that Mr. Scholey did his duty, and I have never said he did more or less. I have never expressed any other opinion than that Scholey was acting in good faith, and under the notion that he was doing his duty.

1102. Do you not think a person such as Mr. Scholey was—making a charge like that,—should be protected by the Government if the charge was verified? Well, I suppose he may be protected so far as the Government are able to protect him, but I don't think it is implied in that, and I don't wish it to be inferred that to whatever expense he is put the Government are bound to reimburse him, because in all these cases there are what may be called consequential damages, which do not properly spring from the business, but are caused by negligence, or perhaps misfortune, on the part of the person who claims the damages.

1103. But if Mr. Scholey says he had some understanding with the Minister, that if he brought this action he would be protected? I don't think that is very material; and I have already said that I contradict flatly the statement that any guarantee was given by me; but if it was I don't think that would bind my colleagues. It may be that Mr. Scholey was entitled to protection without my guarantee.

1104. You are aware that Mr. Scholey was appointed by the Government? Yes, by the constitution of the Council.*

1105. And therefore he was responsible to the Government? Yes; but it strikes me that he did not give the money to Eckford as Warden—the Council as a body did that.

1106. But in his capacity as councillor? But he would have only his voice; he could have no more unless he had a casting vote, which he may have had. The chairman of such a body often has a power of that kind.

1107. But supposing he suspected any discrepancy in the accounts he would be the person to take action? Yes; but then he acted as representing the aggregate body, and not as an individual, and whatever he did he did for the Council.

1108. How could the Council take action in the matter? I don't know, upon my word. It is very difficult to solve that question. If the Council choose to select people to spend their money the Government have nothing to do with it. They give the money to the body in the aggregate, and if they set apart some of their body to spend it, the Government have nothing to do with it. And that is one of the weak points of the case against the Government. I am glad this matter has been mentioned, for I am perfectly aware that the Government have been charged, or suspected of having shielded Mr. Eckford, or having omitted to cause that investigation to be made into the case, which some persons think should have been made; and the reason† is given that Eckford was a supporter of the Government. I am quite aware that has been frequently said. It was, I believe, even hinted at in the House, and I may say that one reason why the charge was never noticed was, that there was a motion made for a Select Committee—by Mr. Wilson, I think, who was one of the persons who insinuated these charges. This Committee was moved for, and the impression was we should have an opportunity of defending ourselves before that Committee, but it was a long time on the Paper, and the Committee never came into operation so as to allow us to have an opportunity of saying anything in answer to the charge. My defence is confined to what I have already said: that whatever others may think I asked for all this information as a matter of right to Mr. Scholey, and also to Mr. Eckford, with a view of ascertaining whether the Government could do anything in the matter. What they should do was never considered at all, because I did not see what they could do. The case was so complicated that, without an investigation by somebody in the position of a Judge, I don't think a satisfactory conclusion could have been arrived at; and the Government for that reason took no further part than was taken by collection of the information. If a Select Committee had been appointed, that information could have been used, and some evidence might have been taken, but I am satisfied that no Select Committee would have come to a satisfactory conclusion on the case.

1109. But could the Warden have done anything else than go to the Minister for Lands? I don't blame the Warden, but one of these difficulties was, that it was a matter of public election, and we had to deal with a person who was elected by the people.

1110. But if the person had purloined money? Yes, but still I don't see how we could call him to account. I don't see how the Warden could have enforced his authority against Mr. Eckford. Mr. Eckford has denied the matter all through—not in such a way as to satisfy me—but still he has denied it, and I have no reason to convince me that he has acted dishonestly. I don't know whether these gentlemen are well versed in precise phraseology,‡ or whether they are not, but I don't think the case was well dealt with on either side. Mr. Eckford may have had a good reason for complicating it; I can't say; nor do I think I am justified in imputing that motive to him.

1111. *Chairman.*] Is it your opinion that if a person in the position of Mr. Scholey believed that a misappropriation of the public funds had taken place, it would be his duty to bring the matter under the notice of the authorities? I think so; but still it is only a matter of opinion.

1112. Don't you think he would be culpable to allow it to go on? Yes, certainly; I think I made some statement of that kind to Mr. Scholey; when he came to me I encouraged him to bring the matter before the public.

1113. Do you remember when Mr. Scholey had an interview with you, making him a promise that the charges should be inquired into? I have no recollection of promising more than that the Government would do what they could. I may have even promised to investigate the charges, but of course that only implied that I would act within the bounds of the possible.

1114. You say there is a distinction between the members of the District Council acting as the elected of the people who returned them and as Trustees for the Government in the expenditure of road grants from

NOTES (on revision):—* I deny having given this answer.

† I do not understand this word.

‡ These are not phrases of mine.

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from the public funds? One distinction is, that the aggregate body of the Council are not elected in the aggregate but individually, but to the Government they present themselves in the aggregate form. We don't know anything of them individually. The Warden simply represents the aggregate Council and not individuals.

1115. You say it was no part of their duty if not appointed by the Government to be trustees for the expenditure of these funds? I don't quite follow the question.

1116. Do you not think that in the expenditure of the funds said to be malappropriated they acted as Road Trustees of the Government? I don't think those who had the expenditure in their hands were trustees of the Government; they were trustees of the Council. The aggregate body were trustees, as a whole, but no section of them, or individual. These individuals were not responsible to the Government, because the Government did not select them, and they were not representing the Government. The whole were.

1117. You were examined at the trial which took place in Sydney? Yes, very briefly examined.

1118. Do you know what matters were in issue in that trial? No, indeed I don't know much about it.

1119. Do you know it was brought on the report brought to you? Yes, I have heard it stated so, but I don't know.

1120. You are aware that Mr. Scholey obtained a verdict? That is only a matter of hearsay with me.

1121. You don't know of your own knowledge? No, I don't; I have heard so, and I dare say it is true.

1122. Do you know that one of the charges against Eckford was, that certain men whose names were entered on the pay sheets were not in existence, and that the money had never been paid? That is a fact to be determined by the report. I have no doubt it is as you say, but I have not such a recollection of the report as to say whether it is so. I think there was some statement as to two or three men who had never worked and never received the money said to be paid them, and I think Mr. Scholey denied that these men existed at all.

1123. Have you heard of their having been discovered? I have not, but I know on the other hand Eckford says they did exist. They have not been found to my knowledge.

[*The Committee deliberated.*]

ADDENDUM.

I THINK it right to say, for information of the Committee and the House, that nearly all the questions asked me, and of course my answers, appear to me, on further consideration, immaterial to the subject submitted to the Committee. I was examined as to my opinions, with an apparent object of drawing me into admissions against the then Government. I answered, however, to avoid the imputation of refusing information, which I dare say would have been made against me. I consider the course of examination, so far as I witnessed it in my own case and others, one-sided and unfair,—too many leading questions. I think also that the shorthand writer has not exactly copied or understood my phraseology, though nothing important or material is altered. I have consequently found it difficult to correct the proof within.

WILLIAM FORSTER,
26 March, 1873.

To the Chairman, &c.

THURSDAY, 20 MARCH, 1873.

Present:—

MR. BURNS, | MR. TUNKS,
|
MR. WEBB.

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

Stephen Scholey, Esquire, M.P., was called in and examined:—

Stephen
Scholey, Esq.,
M.P.

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1124. *Chairman.*] Have you any receipt for the costs you paid in the action—Eckford *v.* yourself? Yes, I have the whole of the receipts.

1125. Whose receipts have you got? The first is Messrs. Thompson and Pigou's receipt.

1126. For what amount? For £1,263 7s. 11d. Then I have a receipt for £14 2s. 4d., money which I paid to James Ramsden.

1127. Your claim is for £1,354 14s. 7d.? Yes.

1128. Have you the receipts for the whole amount of that claim? I think I have.

1129. Will you hand them in? Yes. In addition to the receipts I have mentioned, I have a receipt from Mr. Ewen for £33 6s., accommodation for witnesses, and £14 17s. 8d., Mr. Hart's expenses for taking out a *ca. sa.* against Mr. Eckford, and I was less £25, a sum which I had in my pocket, and had to pay during the trial.

1130. Will you hand the receipts in? Yes. (*Vide Appendix C.*)

Mr. Joseph Eckford was called in and examined:—

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1131. *Chairman.*] I may inform you, Mr. Eckford, that I submitted your letter to the Committee, the letter in which you requested that certain witnesses should be examined? Yes.

1132. I took their decision upon it, and I am desired by the Committee to inform you that they sent you the evidence of Mr. Henry Fisher, the foreman of the Jury in the case of Eckford *v.* Scholey, as it contained statements affecting you personally, upon which you might like to be examined. The resolution of the House, under which this Committee was appointed, reads thus: "That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the claim of Mr. Stephen Scholey, for losses alleged to have been sustained by him in the position of Warden of the Maitland District Council, in the case Eckford *v.* Scholey." The Committee wish to keep strictly to the objects of that motion, and not to go beyond it if they can possibly avoid doing so. It appears to the Committee that you have all along misconceived the business of the Committee. The Committee was not appointed to investigate

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investigate the charges against you of malversation of funds in connection with the Cessnock Road. It was appointed to inquire into Mr. Scholey's claim for the loss he is alleged to have sustained as Warden of the Maitland District Council, through the action you brought against him for delivering to the Minister for Lands, at his request, the report of the Council on your management of the Cessnock Road. The Committee have not wished to go into any matter respecting the Cessnock Road further than it bore upon Mr. Scholey's claim. You have been examined at your own request, and ——? I made no request to be examined. I felt astonished when I got the summons, and I did not know where it came from.

1133. Then with regard to that we must have been misinformed, for Mr. Forster gave in your name, and stated that he did it at your request. The Committee know nothing beyond that, and presumed that it was at your own request? Well, I did give Mr. Forster the names of several witnesses who ought to be examined.

1134. In the list handed in your own name was the first? I sent them to him.

1135. You have been examined at your own request, and in consequence of certain statements you made about the jury in *Eckford v. Scholey*, the Committee summoned Mr. Fisher, as foreman of the jury, and took his evidence, a copy of which you have had. I have consulted the Committee about your request, conveyed to me by letter, for other witnesses to be called, and they are of opinion,—1st. That the evidence of Mr. Keating, alleging that the committee appointed by the Council to examine into the Cessnock Road business is unnecessary, because the report was adopted by the Council, and the Council certainly became responsible for it; however, it may have been prepared, and the Council could, if it thought proper, adopt the report without the intervention of a committee. 2nd. The Committee do not see how the evidence which you say could be given by Moylan would help you or them in any way, as the charges against you did not rest upon the evidence of John Sheridan; and to call Moylan, or the mailman, Fitzgerald, would open up the whole case on both sides, which was gone into on the trial, and decided by the jury. The Committee do not think that the evidence of Mr. Levien, the lawyer's clerk, would be of any importance, because, even if he should prove that he saw Mr. Tunks in conversation with Mr. Fisher during the trial, it would not be right to assume that Mr. Tunks was endeavouring to prejudice Mr. Fisher against you, or that Mr. Fisher was so corrupt as to be tampered with. You can now make any statement you like; but I have to request that you will keep as closely as you can to the business before the Committee? Well, if that is the determination of the Committee, I should like to know why I was so rigidly examined on matters not at all connected with Mr. Forster's promise. You deliberated before I left at the last meeting. That was never entered upon the minutes of my evidence as I think it ought to have been, as it was part and parcel of my evidence. When Mr. Burns stated that it was not his intention to examine any witnesses other than those connected with Mr. Forster's promise, I never made any objection, and that Mr. Scholey had acted under the direction of Mr. Forster. Mr. Webb stated the same thing. You stated that that was your opinion from the beginning. On looking over Mr. Scholey's evidence, I find that there is a great deal of it that touches upon my character alone. I shall not attempt to make my statement in more than a very few words, because I dare say I shall find friends enough to take the whole matter into Parliament, and they will see the unjust treatment I have received at the hands of the Committee. You questioned Mr. Fisher in a way which implied that I had made use of expressions which I never made use of. Mr. Fisher is asked if he remembers being foreman of the jury in the case of *Eckford v. Scholey*, and he said, "I do." Then at question 792 the Chairman asks: "Then if it has been said by Mr. Eckford before this Committee that you have been, as he termed it, 'collared' in the street by Mr. Tunks, Dr. Wilson, or John Davies;—if it has been said that you were 'collared' with the hope of influencing your decision, is that true?" Now I never said anything of the kind. That was a most unfair question to put to Mr. Fisher. Mr. Fisher replied: "If Mr. Eckford has said so, it is false"; and he said something about Mr. Dransfield whom I did not know before the trial. At question 795 Mr. Burns asks: "Were you at any time accosted by Mr. Tunks?" And the answer was "No." I can bring twenty witnesses to prove it; and I think it is unfair if I am not allowed to prove that Mr. Tunks twice a day met Mr. Fisher in the street. I can bring thirty people from Maitland to prove it.

1136. Was this during the trial? Yes, during the trial.

1137. Was he with the other jurors? No, there were no other jurors; and that is where another mistake was made, because I never made mention of any of the other jurors in connection with Mr. Tunks. I said that Davies pulled up one and Dr. Wilson pulled up another. I did not mention them in conjunction at all.

1138. You did not mean to say that Mr. Davies or Dr. Wilson pulled up Mr. Fisher, but some other of the jurors? Certainly; that is what I said; and I distinctly stated at the close of my statement that I did not for one moment consider that there was anything wrong; but I certainly believe now that there must have been something wrong from the very fact of Mr. Fisher having denied that he spoke to Mr. Tunks. That is the only inference I can draw from the fact that Mr. Fisher so blankly denies it. At question 808, the Chairman asks: "You remember Mr. Forster being examined during the trial?—I do." Question 810: Was there any expression fell from the Judge in favour of Mr. Eckford;—did the Judge seem to have a leaning towards Mr. Eckford?—No, I consider that Judge Fawcett's summing up was very fair. He is a timid Judge, as you are aware, and he did not give any opinion, except on the law bearing on the case. He told us it was our province to ascertain whether the defendant was actuated by malicious motives, and whether he performed his duty as a public man. Then the remainder of his charge was as to the credibility of the witnesses. For instance, Eckford brought forward several witnesses, who stated as facts matters which were quite contrary to the truth. There was one man—Fitzpatrick, I think, the driver of a mail coach,—whom, if I had been the Judge, I would have committed. The Judge had a painful duty, and his summing up was very fair. The Judge's charge was mainly as to the credibility of the witnesses; as to whether the defendant had been actuated by malice, or acted upon *bonâ fides*. The jury found that he acted in *bonâ fides*. Question 811: "Then if Eckford has said that the Judge in his charge exonerated Eckford, that is not true?" I never made any such statement in this place or in any other. I will tell you directly what I really did say. What I said was this:—"Mr. Justice Fawcett added that he was disposed to place reliance upon the most material of the witnesses for the plaintiff, and he disbelieved the principal witnesses for the defence; but he could not say that the jury were not justified in discrediting the former and believing the latter. He was disposed to think that the defendant had not taken a course of action which could be styled honourable." That is what I said. I think you have declined to examine any witnesses contrary to Mr. Fisher?

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1139. The Committee have come to the determination of which I informed you at the beginning, that is, they consider that the examination ought to be confined to the question about Mr. Scholey's claim for compensation, and they do not wish that it should be allowed to diverge any further than may be necessary into questions about the expenditure on Cessnock Road. They think that Mr. Scholey's case can stand quite independently of that? If people can be proved not to be the witnesses of truth?

1140. This Committee will not sit in judgment on the Supreme Court? You are sitting in judgment on me.

1141. You cannot be aware that this Committee will report anything at all about you. The Committee is not aware that they will report anything at all about your case; but it will report upon Mr. Scholey's claim. The Committee are not aware that they will go into the question of the expenditure on Cessnock Road in their report? I only hope you will.

1142. The Committee must first deliberate before it can arrive at any report at all? At question 32, Mr. Scholey was asked: "And to enable you to make roads in your district you received certain grants from the public Treasury?" and he answered, "We did." He was also asked whether they had any local funds. Of course there were local funds. There were local funds from the letting of the punts. I merely wish to correct that. They had power to establish tolls until the Act was passed; and after that the road money was given instead of tolls. There is another mistake here. He says, it was on the 26th of October when it was on the 27th, but I suppose that that was a clerical error. In answer to question 43, Mr. Scholey is made to say that I had been training the man Doran to say something as to what he should say when he was examined. I plumply deny it; and I think he certainly ought to have told this Committee where he got his information from. I leave it for the Committee to judge whether, if such a thing as that had occurred, it would not have come out on the trial. He says, I was informed on the Thursday that Mr. Eckford had been training the man Doran to say something as to what he should say when examined. I flatly deny it; and I ask, why did not Mr. Scholey bring up that man to shake the evidence of Doran? Then he goes on to say here: "Ten months after this the whole amount of money claimed was paid in a way that I consider to have been most illegal." Now, will you oblige me with the minute-book? (*The minute-book of the Maitland District Council was handed to witness.*) I wish to show you by these minutes the downright falsehood that must have been wilfully stated here by the Warden. He has stated in one part of his evidence here—I have looked it over, but I have really been so unwell that it was only to-day that I could pluck up just to look through it—he has distinctly stated that he had left some three of us in the meeting; that he had adjourned the meeting; and that we had constituted ourselves into a meeting after he had left. Now I should like to know what this means: "The Warden intimated that he had to leave for Sydney on business, and proposed that Mr. John Keating act as chairman. Mr. John Keating moved, as an amendment, that Mr. Eckford occupy the chair. He took this course because he considered that Mr. Eckford had claims for the honor superior to himself, being the senior councillor. The amendment was seconded by Mr. William Keating and carried. Mr. Eckford declined voting. Mr. Bowden explained that his reason for voting for Mr. Keating as chairman on a former occasion was that as the matter connected with the Cessnock Road expenditure was still unsettled, he could not vote for Mr. Eckford as chairman. Mr. M'Mahon asked if any reply had come to hand relative to the report sent down by the Warden, and *vice versa*. The Warden said there had, so far as was connected with the charge against himself, but not on the other side. Mr. Eckford here took the chair, and entered into a statement in reference to Cessnock Road matters. Mr. John Keating expressed himself perfectly satisfied with the statement."

1143. *Mr. Burns.*] Does the minute-book show that after there had been a meeting and the Warden had made an application, another Councillor was put into the chair and business was done? Decidedly. I was voted into the chair before the Warden left. The Warden has stated that he adjourned the meeting, and that we constituted ourselves into a meeting after he left; whereas the fact is, that the Warden himself proposed that Mr. John Keating take the chair, and Mr. Bowden seconded the motion before he left the room. Mr. M'Mahon asked him, before he vacated the chair, if any reply had come; and he said not upon the charges that he had made against me, but a reply had come upon the charges I had made against him. This was after the voting had taken place for me to take the chair. He stated "yes"; that there had as far as concerned himself but not as far as concerned me. This was on the 17th of August. Here is another matter that I must contradict. He says that after being defeated in the Police Court it was thought that the best way would be to lay the whole matter before the Government, and hear what their opinion was. There was no discussion that afternoon. It was the day that Israel was discharged from the Court; and I stayed in East Maitland until the meeting of the Council took place, so that they really had no meeting whatever. I wish to explain here, that Mr. Scholey stated, in reply to a question that was put to him by some member of the Committee, that he had authority to go to Mr. Thompson's. Now this has been flatly denied in a Court of Law upon oath, and I flatly deny it myself. Scholey arrived in Maitland on Saturday morning. This is from his own statement. He went up to Mr. Thompson's office, and gave Mr. Thompson an authority that morning to draw up a report. In proof that it was the report of Mr. Scholey, and not the report of the committee, Mr. Thompson sued the District Council in the Court at Maitland for the expense of drawing it up; and it was clearly proved beyond, all doubt, to the satisfaction of the Judge, that Mr. Scholey, and Mr. Scholey alone, was responsible for the drawing up of this report, and he gave a verdict for the defendant in that matter. It was clearly proved there in the District Court, quite to the satisfaction of the Judge; and if I recollect right, the Judge gave costs on the higher scale to the counsel retained. Mr. Scholey has stated here, in question 49, that I gave abusive language. I never gave any abusive language at this time. In the month of January—sometime in the beginning of January or the end of December—I got the report, and I waited until the meeting could be called together. Mr. Scholey has stated that I had every opportunity afforded me to explain this matter. Now I state that I never had any opportunity afforded me. I knew nothing whatever of Scholey's movements until I got the report in my hand; and when I got it I went over to the first meeting of the District Council that was held in January, and I got up several times to speak. Mr. Scholey said: "We will hear nothing from you now. I adjourn this meeting." Argument went on with different matters. Some said adjourn for a week; and Mr. Scholey said, "No; adjourn for a month, for I want to go to the Clarence." "It was proposed by the Warden and seconded by Mr. Bowden, that a special meeting be called for this day week—January the 26th. Mr. Eckford moved as an amendment, that he be heard at once;" and that was the only possible chance of bringing this case before the public, by moving an amendment on this resolution of Mr. Scholey's, which was at last, I believe, carried at the end of the meeting, that it should be for a month. And this is the day that Mr. Scholey says that I was abusive. I say that I

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I was not in any way abusive; but I certainly spoke my mind pretty freely, because I could not credit that any man would have gone and made such base charges to the Government as Mr. Scholey had done without asking those parties concerned at the time, or who were supposed not to have received these moneys. But he never asked them a single question. If you will refer to the newspaper, somewhere about the 29th of October, you will find that Mr. Scholey said that the committee did not believe in asking me one single question; there was something so bad about it. I think I understood you to say that you would not take Mr. Keating's evidence. He was one of the committee. I stated at that meeting that the matter was now entirely out of their hands; and that I was desirous that the whole thing should be settled on that day, in order that I could give my reply to the Government. However, it was carried for a month, as Mr. Scholey stated that he wanted to go to the Clarence. Now Mr. Scholey has stated here something about the Insolvent Court settling this matter. Long after I became insolvent (I suppose nine or ten months), Mr. Scholey took a writ out against me, to incarcerate me in prison. He could not have thought that when he took such strong steps as that that he had any claim upon the Government for this. Question 85, Mr. Scholey is asked: "You could not find these men though they were placed in the schedule as having received a certain amount of the public money for working on the road?" and he answered, "No; though I have done all that was possible, in order to find them." Mr. Scholey also says that he has ridden 100 miles to find them; but if Mr. Scholey, on the 27th of October, when I presented the order for payment, had stated to me in a friendly way: "Eckford there is some mistake about the expenditure on the road; let us see that you have it cleared up," I should have been afforded an opportunity of doing so. Working men are here to-day, and they may be miles away to-morrow. If he had spoken to me about it I know I could have produced the whole of these men. Up to the time this report being circulated, there was not a single word about these men; and I never heard of it until about two months after. This question was asked him by Mr. Tunks (98): "Did that committee report?—They did." (99): "Did they report that in their opinion there had been a misappropriation of the public money?—They did." There was nothing reported to me; I never heard one word about it; and I know, moreover, that there never was any report given by the committee. At question 132, Mr. Forster asks: "Will you state what evidence?—Yes; about the time put in by Israel and Carnally, that is evidence which supports the book." In reply to that I say that Mr. Scholey knew well—he was told it by his secretary, when Mr. Scholey sent his secretary round the night that he had got these abstracts. He sent him round to see and find the different men, to know what was due to them. It was asked of Israel what was due to him. He said there were nine days due to him. His father was not at home, and he said, "You should have told him that Eckford had paid you four days." I stated at a meeting here before that if the men wanted a pound or two, I gave it them; and I am sure Mr. Burns, when he was District Councillor at West Maitland, did the same. If they have wanted for provisions I have gone to the stores and told them that I would see it paid. Israel swore in the Court that he had received for thirteen days, and worked for thirteen days, and this mistake was pointed out by Mr. Hughes, the secretary. Question 140 is put by Mr. Forster: "So that this book makes charges against Mr. Eckford, and then Sheridan supports them by word of mouth?—Not by word of mouth only but by oath. He swore to the truth of his entries before the Supreme Court." He did so, but he was contradicted, on oath, by several witnesses. One James Moylan swore that the very money he said he did not receive he saw him receive. The next, I suppose, is not a wilful mistake. He says it was on a Saturday, but it was on Tuesday, the 27th of October. Question 148: "You say you made inquiries;—what was the nature of those inquiries?—On the Saturday Mr. Eckford came to the office for a cheque for the men—this was on the 26th of October. I refused to give him the cheque, and said I would only pay the men in my office after I had seen and spoken to them. He brought the men up to the office, and I examined them, but I could get nothing out of them; they would give me no information. This was in the presence of Mr. Eckford, and the men knew nothing, and would know nothing." The fact of the matter is this:—Scholey, on the Tuesday, told me that there had been several abstracts lost, and these abstracts were the abstracts lost by Samuel Wallis, and were since found by Mr. Barnes, the Clerk of the Gaol, and given to Mr. Scholey. However, he said that Mr. Hughes should call upon me for the abstracts, and he would send the cheque. When Mr. Hughes came at night, I had a house full of people, and my wife was absent. I said, "Come in the morning as early as you like." He came next morning. I signed the abstracts, and he brought no cheque. Therefore that is not true. Then the next day I saw Mr. Hughes, and he told me that the Warden had determined not to pay any more money out of the office, and I said, "A very proper thing too." I was in hopes that I should have been able to lay before you twelve declarations that are in Mr. Icton's office, but I have just received a note to tell me that they have been searched for and cannot be found. Question 152: "Did he use any influence over them to your knowledge?—Yes, he did." Question 153: "In what way?—As soon as the first witness was examined, Mr. Eckford left the room and went out and began talking to a man in the yard, who was about to be examined; what he said of course I do not know." I give this a flat denial. It is positively untrue. I never left the office from the time I went into it until I went out of it after all the business was over. Mr. John Riley, of West Maitland, was with me at the time, and Mr. Scholey warned him to leave the office, saying that it was a private matter. Mr. Riley drove over with me in a dog-cart; he stayed outside, and he can prove that I never went out of the office. I flatly deny it as one of the most gross lies that any man can tell.

[Witness was directed to withdraw, and the Committee deliberated.]

Mr. Eckford was called in and further examined.]

1144. *Chairman.*] I have to inform you, Mr. Eckford, that while the Committee wish to give you full liberty to refute any of the statements contained in the evidence of Mr. Scholey, still they cannot sit here and hear any statement made by any witness described by you, as you have in this case, as a gross and deliberate lie? Well, I suppose if I say it is untrue that will satisfy me. Question 154: "You infer that it must necessarily have been something improper?—Yes, I had a right to infer it. I said when he came back that he ought not to have done this. I told him so." I say that nothing of the kind ever took place. Question 155: "I suppose you thought it looked suspicious?—I did, and with reason." Question 156: "Did you charge him then with making away with the public money?—No, I did not, only in the report." Now, it has been stated by Mr. Scholey in some of these documents—and, as I said just now, my head has been so bad that it was only to-day that I could run through them. It will be found somewhere that he stated he had done so from the first. Question 157: "Do you not think that the better way would have been to have told him what you suspected, and to have called upon him to defend himself?—I did, in the report. That document charges him with making away with the public money."

You

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You will find in the evidence, Mr. Chairman, somewhere, that Mr. Scholey said that I had had an opportunity given me before that. Now I say that I never had any opportunity given me at all; and here are his own words. In reply to this question he says he charged me with it in the report. Question 167: "Holding these suspicions, did you tell him of them, and ask him what he had to say in defence?—I have already said that I was going to tell him, and he would not hear me." Now I say that this is not true. Question 168: "Did you never have an opportunity of telling him?—Never. He refused to hear me when I wished to speak to him, and refused to allow a committee to sit to inquire into the matter." This is untrue. Then again, at question 169: "Did you bring the matter of your suspicions under the notice of the Council?—I did." Question 170: "Did you, when you brought the matter before the Council, state your suspicions of Mr. Eckford?—I do not think I did." Question 171: "Did you make any charge at all against him?—I do not think so." Question 172: "What was the nature of the complaints you made when you brought the matter before the Council?—I stated that there was something wrong with reference to the Cessnock Road accounts." Now here he states that he never told me, and in other parts of his evidence he has stated quite differently. I may be going a little away from the matter; but in answer to a question put by Mr. Burns (No. 465): "Did you tell him that it was your intention to have it mentioned at the next meeting of the Council?" he says, "I did." Now surely this answer to question 168 is a contradiction to that entirely; because he says here that he never had an opportunity, and that I refused to hear him; but here he tells Mr. Burns that he did tell me that it was his intention to have it mentioned at the Council meeting. Then again, at question 467, he is asked: "How long after was the Commissioner's meeting held?" and he said, "About four days after." Mr. Scholey here states that he told me at the foot of the Long Bridge that he was going to examine into this matter. This is untrue; but I saw him on 28th October; that was before the committee was appointed at all, and the next morning—so much for the statements that have been made by Mr. Scholey—he sold me a sheep at cost price at my own door on the 29th, when he was bringing in a flock of sheep. Question 471: "Did you see Mr. Eckford at any time after the appointment of that committee, and before any report was furnished to the Council?—No; I do not know that I did." Why I was really at the meeting on the 17th, and he has stated here that Mr. Noble told him that I had said that I would not attend three meetings. I was at the monthly meeting in November, in January, and at the monthly meeting in February, so that I really missed no meetings, excepting through illness, on the 2nd of December,* when I was unable to attend, and at the meeting on the 9th of December I was in Sydney. All the other meetings I was at. In reply to Mr. Forster's question (No. 168) he says that he never had an opportunity of telling me; but he had an opportunity on the 17th of November, when it is shown by the minutes that I attended that meeting, and not one word was said about it. He says here, in reply to question No. 171, that he never made any charge at all against me; and he has also stated that there was no charge ever made against me until the report he sent to Sydney. Question 181: "I ask you again then—holding these suspicions of Mr. Eckford—did you go to that gentleman, or did you in any public way make charges against him in such a manner as would give him a chance of defending himself?—I did not; I went to him with the object of telling him, but he would not hear me. He was very abusive; he told me to go to hell, and asked me if a Member of Parliament was to be dictated to by a fellow like me." I say that is all untrue. Nothing of the kind ever took place, and what is more, I never opened my lips to Scholey, only on public matters, from, I think, the 9th of December up to the present time. What is stated here is untrue. There is a note here to Mr. Scholey's evidence:—"The Cessnock Road business was brought forward at different meetings of the Council, which were regularly advertised. Mr. Eckford knew the business would be brought forward, and he made a long speech in defence of himself on the 17th of November." That is not correct. I said very few words indeed. I think everything I said is embodied in these minutes. Then he says here: "He knew all through the charges which were made against him in connection with the Cessnock Road." He has stated in many of the questions put to him that he never told me—that I did not know anything about it. Neither did I know it. In this note he further states: "Councillor Noble informed the Council Mr. Eckford told him he would, under the advice of his solicitor, remain away from three meetings; and he certainly did so, and part of the business had to be done when he was absent." Now I defy anyone to find out where I was absent from the Council for three meetings. If Mr. Noble did say so, I deny it. Mr. Noble had to go back into the Supreme Court and retract three-fourths of what he had stated—so much so that the Judge said, "It seems to be all wrong." I knew nothing about what the charges were until the end of December, or the beginning of January, when I got the report from the Government. Question 204: "Where do they meet?—In the office of the Council." That is this committee; but there was no committee had any meeting in the office of the Council excepting one, and that was on the 2nd of November. It was a special meeting; and on that afternoon, after the committee was appointed, they went into the accounts. They took the amount of money that was down in my abstracts, and they took the amount of Sheridan's down, and they struck a balance, and they made out that there was £109 and something deficient. A portion of that was £5 Ss. that Mr. Scholey complains of having been paid away ten months afterwards.

1145. *Mr. Webb.*] What day was that? On the 2nd of November. They never met afterwards but once, and that was when they arranged to summons Israel to the Court. Question 220: "Did the committee order the balance-sheet to be drawn up?—They did; but there was another report drawn up by Mr. Thompson, and not ordered to be prepared by the Council, and was afterwards sanctioned by the Council." Question 221: "But you said the only report was a balance-sheet?—Yes, at that meeting (November 2) of the committee." That is not correct. The Council had not an opportunity of doing it, and I have stated that before. Mr. Scholey came home from Sydney on the Saturday, and there was no opportunity for doing it. I see what this meeting was called for on the 2nd November; it was a special meeting, called for the purpose of taking steps against some gentleman in Maitland who broke the office-door. This business was brought before the meeting, but I see that there was nothing mentioned here, only that a committee was appointed on the 2nd November, and I believe that committee did afterwards sit in the Council, and compare the abstracts; that is the only business that was done—just to compare the abstracts against the accounts of this Mr. Sheridan. There is another matter here, and I have been having the newspaper hunted for, and was in hopes that it would have been sent to me here: Mr. Scholey has stated to the committee that I stated that he had been transported for a beastly offence. This I deny. At the February meeting, I think it was, Mr. Scholey stated in the course of his address that I had circulated this

* Revised:—November.

this report. I denied it, and I demanded that he should name the author. He told me, "John Wilson, the town missionary." On my way home I invited Mr. Thomas Evans to take a seat in my dog-cart, and Mr. Riley, of West Maitland, was with me. When we got in front of Mr. Wilson's house, I sent Mr. Riley in to Wilson to tell him to come out—he was wanted. He came out, and I said, "Did you tell Mr. Scholey that I should say that he had been transported for a beastly offence?" He said, "No; I never in my life said so. If Mr. Scholey has said so he has stated what is untrue." Mr. Wilson, in reply to Sir William Manning, when in the witness-box at Maitland, swore that he never told Mr. Scholey any such thing. This is positively untrue, and Mr. Scholey knows that it is untrue, because he heard Mr. Wilson swear that he never said so.

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1146. *Chairman.*] That is another case that is wide of this inquiry? But you see you have taken it as evidence to blast my character.

1147. You in the same way may make statements respecting any other witness, and the inquiry would never end? If this were not contradicted, what would the gentlemen of the Assembly think of me? If these allegations are made surely you will allow me fair play to put myself right. You will find it in the newspapers where Mr. Wilson swore that he never said anything of the kind. There is one other matter, while I think of it. Mr. Scholey has stated that I had very many opportunities. Well, now, I think that if you would examine the then Minister for Lands, he will tell you that I repeatedly wrote to him to dispose of this matter. He wrote me back a letter, telling me that the documents were away out of the office, and could not be found; and at the trial in Maitland, Sir James Martin made a great deal about this; and it was stated that some of my friends had abstracted these documents from Mr. Layton, at the "Northumberland Hotel." When the trial came on here between me and Mr. Scholey, I went to the Lands Office and to the Treasury, and at last to the Government Printing Office, where, with a great deal to do, I found the documents; and I have every reason to believe that the matter would have been disposed of if it had not been for that; but I repeatedly wrote to Mr. Forster, asking him to dispose of the matter.

FRIDAY, 21 MARCH, 1873.

Present:—

Mr. BURNS, | Mr. TUNKS,
Mr. WEBB.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Mr. Joseph Eckford called in and further examined:—

1148. *Chairman.*] You expressed a wish to continue the statement you have to make upon the evidence with which you have been furnished;—will you now be good enough to continue your remarks from the point at which you left off yesterday? I think that yesterday I left off at question 281. Question 282 is: "Not by the same Council?" to which Mr. Scholey answers, "Yes; after the Council meeting had broken up, and I had gone away to Sydney, a second meeting was held by some of the councillors, and the accounts were passed; and these gentlemen took upon themselves to sign two cheques for the money, which nobody but myself is authorized to do. I sent a protest to the Government, and requested them to stop the cheques, but they did not interfere in the matter." I think this has been already answered, inasmuch as I have shown from the minute of the 17th August that Mr. Scholey himself proposed a gentleman—a member of the District Council—to take the chair on his vacating it; that another member proposed that I should take the chair; that this motion was put and carried, I declining to vote; and that the business was regularly proceeded with. I will not repeat the minute, as I went through all that yesterday, and I only refer to it now in order to clear off as I go. The memoranda I have made upon the evidence. Question 283: "Do you think that these actions were illegal?—I have no doubt about it, and it was upon that account that I protested." Now, Mr. Scholey did nothing of the sort. What he protested against was this: Mr. Keating, or Mr. M'Mahon, moved, that the abstracts of expenditure upon Cessnock Road be laid on the table. Mr. Scholey protested against anything of the kind being done, and that was the only thing in the proceedings that he protested against, as will be found by a reference to the minute of proceedings. (See Enclosure in No. 11 of Return.) I merely mention this in proof of the statement I made yesterday. The minute I read relative to that point shows that Mr. Scholey was some time in the Council-room after I was voted to the chair. Mr. Scholey moved, and Mr. Bowden seconded, that Councillor John Keating take the chair. John Keating moved an amendment, and William Keating seconded, that Mr. Eckford take the chair, which was put to the vote and carried, Mr. Eckford declining to vote—and that he himself moved an amendment on a resolution proposed. In reference to this matter, Mr. Scholey has been asked a question (288): "Did you take any steps to recover the money?" To which he answers: "No; I had had quite enough of it with Mr. Eckford, without beginning at the Bank, especially as the Government would give me no assistance. I would have proceeded against another of the Commissioners if the Government had only stuck to me; but it would help me in no way." I have not heard of anything having been said against any Commissioner, with the exception of a charge made against one gentleman, who is now Warden of the District Council. This gentleman was charged by Mr. Scholey with abstracting a public document, being a paper connected with Callaghan's lease of the Falls' Punt. I stood by Mr. Scholey in that matter, and when the case was heard, myself and Scholey swore one way, and Bowden and Callaghan swore the other. Mr. Bowden was charged with abstracting a public document connected with this case by Mr. Scholey. Then question 292: "Had you gone through and concluded your business?—Yes; the meeting had closed, and I left the chair. After I left the office these three Commissioners constituted themselves into a meeting, and did this illegal thing I have mentioned"—has been answered by the minute of the 17th August, 1869, which I have just read. Question 301: "And Mr. Eckford, as a matter of fact, did not come for three meetings?—I do not think he did"—was answered by me yesterday, when I believe I proved to the satisfaction of any unprejudiced person that, though I was not present on the meeting of the 2nd of November, called for the purpose of considering what steps should be taken with regard to a charge against a gentleman of breaking the Council door, that was what the meeting was called for; but the statement of Scholey in regard to this was discussed that same evening. On the 17th November I was there.

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there. I was absent on the 9th December, but I was present again at meetings held in January and February. All this could be clearly shown by the minute-book. On the 9th of December, as Mr. Scholey well knew, I was absent in Sydney, attending my place in Parliament. Questions 340: "Was John Sheridan ever confronted with Mr. Eckford?—He was"—and 341: "Where;—before the Council?—Yes." I state simply that this is not true. He was never confronted with me in his life upon any occasion, and no person can be found to come forward and say that he was. He was never in his life confronted with me, which, if his evidence was looked into, would be clearly seen. Question 342: "And what did Mr. Eckford say?—He said nothing but a lot of abuse—abusing everybody." Surely it was hardly likely that I should abuse everybody in the Council. This is utterly untrue. I say, further, that Scholey knew that I had Sheridan's ill-will through what I had done when he wanted me to make an arrangement with him about building a culvert. He promised if I would get him the contract that he would give me a portion of the proceeds. I told him then, in answer, that as soon as the men had completed their fortnight I would knock them off, and that he should never have another day's work on the roads as long as ever I had anything to do with them. Mr. Scholey knew of these circumstances, for I told him of them; and he said, when I told him, that he had been treated in the same way—who wanted a contract for building two culverts on the Newcastle road. This man Sheridan wanted me to give him the contract for two culverts, and he sent me a message by Doran that if the contract was given for a certain sum I should have a certain share of it. I told Doran that I would go out and talk to Sheridan about it. The next day I went out, and as soon as I met Sheridan, I said: "You scoundrel; how dare you make such a proposal to me?" I told him too that he should not have any more work on the roads. That is the reason of Sheridan's feeling against me, and Scholey knew it, for I mentioned these circumstances to him. As God is my Judge, he knew it. Here is another question (349): "You say that on the occasion of your holding an inquiry, Mr. Eckford went out and prompted one of the men, and that you have never mentioned that until to-day;—how was that?—I do not know—perhaps because I never had occasion to mention it—perhaps because I was never asked about it." This was a matter which I answered yesterday. I positively deny that I did anything of the kind; it is altogether untrue. Does it stand to reason that a matter of such importance as this—if it was true—would not have been brought out on the trial, especially when it lasted so many days. I can further state that John Riley, of West Maitland, went over with me to East Maitland, when I went to attend this meeting; he went into the Council, and Mr. Scholey told him that he would have to withdraw because the Council were engaged in private business. He can prove that I never left the room, therefore I could not have been talking to the witnesses, and no one can question his respectability. He is then asked (question 359): "When you returned to Maitland, did you report what had occurred to a meeting of the Council?—Yes, as soon as I possibly could." That may be true as far as as soon as he could is concerned; but when he returned to Maitland—on the Saturday—he went to Mr. Thompson's office, and gave him instructions to draw up a report. Mr. Keating swore in Court that Mr. Scholey took the action in this matter upon himself, and that he knew nothing about what had been done until the report was laid on the table, and the adoption of it was moved by Scholey; that is the true state of the case. Then (question 360): "You verbally reported?—Yes." He had no opportunity of verbally reporting, because the Commissioners lived a long distance out—some of them. Question 361: "You have had in your hand a copy of a return moved for, in which some of the minutes of the proceedings of the Council are to be found?—Yes." I do not understand this question, and I would like to have it explained, because I do not know who moved for this return. If what is meant is the return moved for by Mr. Wilson, then this is not correct; but I do not know which is the return meant. Here is another question (362): "Will you turn to the minute of 4th December, 1868?—(Witness reads minute.)" I should like to know what minute this is; there is no minute that I am aware of on that date; he was in Sydney, and telegraphed to the secretary to call a meeting of the Council—that is the only official or public business that I know of his having transacted on that date. Question 386 is: "In what way?—He was told it. The night the committee was appointed his friends in the Council let him know about it." I can only say that where I got my first information was from Darcy's public-house. This man Sheridan had been there, and he had been talking about this matter, and saying that I was to be brought up for embezzling £135 of the Council's money. I passed that over, for I never thought for one moment that anyone would ever say such a thing as that about me.

[Mr. Tunks objected to these hearsay statements. Strangers ordered to withdraw. Committee deliberated. Strangers re-admitted.]

1149. *Chairman.*] Mr. Eckford, the Committee are of opinion that you should keep as close as possible in your statement to what you know of your own knowledge, and not mix up with it what has been said in public-houses, or by persons not before the Committee. Confine your remarks solely to what you know of your own knowledge, and in as few words as possible.

1150. *Witness.*] There is so much against me that a few words are not sufficient for me to answer it.

1151. *Chairman.*] The Committee do not wish to limit you, but desire that you may have every opportunity of answering; but we desire to have your own statement and not statements of other persons. If such statements are necessary we will get them from the persons themselves.

1152. *Witness.*] There were two statements made,—one by Mr. Tunks, and one by Mr. Fisher,—and I am not allowed to bring witnesses to refute them.

1153. *Chairman.*] We will decide upon that hereafter. At present we must ask you to confine yourself to what you know of your own knowledge, or to such documentary evidence as you may consider necessary to your case.

1154. *Witness* continues: In question 395, Mr. Scholey is asked: "In 1868 what arrangement was there for signing cheques?—I signed them." This is not the case; the cheques were signed by one member of the Trust, and by the Warden; and that was an arrangement which was made by a resolution of the Council. It was not the law that this should be done; the law was very different from this; but in order to facilitate matters, there was a resolution passed to the effect that cheques should be signed by one member of the Trust and the Warden. Here is another question put by Mr. Webb (411): "You left the Council to come to Sydney, and afterwards they had a meeting when you left?—Yes." That I think I have very completely answered already. Question 417: At all these meetings, when inquiry was made into these charges against Mr. Eckford, were they duly advertized?—They were." Such is not the case. There were no meetings advertised—none whatever,—nothing of the kind can be shown; not such a thing as calling a meeting to make inquiries into this matter. I mentioned this matter yesterday, and showed that it was wrong, because by a question put by Mr. Forster and one put by Mr. Burns, Mr. Scholey contradicted himself—his two

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answers contradicted each other; it was not the case as stated here, for my name was never mentioned at any meeting in connection with this matter. No inquiry was ever made into these charges as affecting me. The matter was never mentioned even on the 17th December as being connected with any suspicion of me; the day I invited the committee to come to me for any information they thought fit; those were the words I used, I think. As to the question 422: "Do you know, as a matter of fact, what notice was given—what time intervened between the publication of the advertisement and the meeting?—It was published in the *Mercury* of Saturday before the Tuesday on which the meeting was held." This again, is wrong, for the special meeting here referred to was held on Monday, the 2nd of November, and called, not for the consideration of this matter, but to consider what steps should be taken with respect to breaking the Council door. Question 426: "Do you know if Mr. Eckford was there in Maitland at the time, or whether he was away?—I do not know. The minute-book will show, if it is referred to, whether I was in Maitland. The minute of the 17th November will show that I was in Maitland on that day, and that I was in Maitland on the 2nd November, and that ill health kept me from being at the meeting of that day. Mr. Scholey knew this as well as I did. Question 432: "Do you know as a matter of fact, whether Mr. Eckford was in Maitland or in the neighbourhood, or had he been seen there between the 2nd November and the 9th of December?—Yes, he was at home between those dates, for I saw him and spoke to him." I say positively that he never spoke to me between those two dates. I never spoke to him from the end of October to this moment, only on public matters in the District Council; so that I deny that he ever spoke to me as he says he did. Question 436: "Did he attend any meetings between these two dates?—He attended the meeting of the 17th November, and protested then against the Council interfering with his road, or appointing a committee to inquire into the expenditure; or doing anything in the matter in any way." This is not true, and no minute to that effect can be found. (*Witness read the minute of District Council proceedings on the 17th November.*) It is sufficient for me briefly to deny the truth of this answer, since there is nothing in the minute of the proceedings to show that I made any such protest. My protest in an important matter of this kind would surely have been entered in the minute-book, when such trifling things as those I have read have been put into it. Question 437: "Then he knew at that meeting that the Council had his case under consideration, and protested against their going into it?—Yes, he did." This is simply not correct. I did nothing of the kind, as my answer to the last question has proved. Question 438: "Therefore he must have known what was going on?—Yes, he knew all about it the same night the committee was appointed. I am aware that he knew all about it, because Mr. Keating, one of the Councillors, went and told him after the meeting was over." This is really not correct, for Mr. Keating never came near me on that evening. Then follow a number of questions which I have already answered in other places, till I come to question 457, asked by Mr. Burns: "I want to know when you first communicated to Mr. Eckford or to the Maitland District Council that you had received information of a character to call for inquiry as to how the Cessnock Road business was being managed?—On the 2nd November I communicated that to the Commissioners." That is not the case. The meeting of the 2nd November was, as I have already stated, held on a Monday, and was called specially to discuss what steps should be taken against some gentlemen in Maitland for injuring the door of the Council-room. Question 461 is asked by Mr. Parkes: "You communicated to the Commissioners on the 2nd November of what year?—1868." This question is something similar to the last, and my remarks on that question will apply equally to this. I now come to the following questions—469: "What was done at that meeting?—A committee was moved for by Mr. Noble, seconded and carried." 470: "The committee was appointed in consequence of what?—The committee was appointed in consequence of what I said to the Commissioners, that I believed that fraud had been committed on the Cessnock Road." 471: "Did you see Mr. Eckford at any time after the appointment of that committee, and before any report was furnished to the Council?—No, I do not know that I did." Now all these questions are answered and flatly contradicted by the answer given by Mr. Scholey himself to question 465. Mr. Burns asks him: "Did you tell him" (meaning me), "that it was your intention to have it mentioned at the next meeting of Council?—And he answers, "I did." Here he most completely contradicts himself—for first he says that he did not communicate with me, and then a few questions further on he says he did. Question 479: "The report was to the effect that the committee believed that Mr. Eckford's accounts were in excess of those of Sheridan by £109 odd?—Yes." Of course that statement is incorrect, and Mr. Scholey must have known it to be so, because he has stated that a sum of £5 8s. was kept back from Israel and Carnailly, for which of course I could not be held to be responsible, and yet he puts that down as having been misappropriated by me, being of a piece with everything else, and showing his feeling against me. Question 488 I have already answered. Question 502: "In referring the matter to the Government, were you requested to come to Sydney and see the Minister for Lands?—I was." That again is not true, and his own statement, made at the meeting of the Council, which will be found at page 1 of the printed correspondence, distinctly shows that he went to Sydney under legal advice; and I see by Mr. Thompson's evidence that he states that he advised Mr. Scholey to go, and that the committee themselves had nothing to do with it.

1155. *Chairman.*] Do you know that of your own knowledge? Certainly I do.

1156. *Mr. Burns.*] Where in Mr. Thompson's evidence do you find him say what you have just stated? I will show you directly, when I come to it. Question 514 refers to a statement of Noble's: "Did he swear in the Supreme Court that as he had told the Council, Mr. Eckford told him, that he would not attend three meetings?—He did." Now, with regard to Mr. Noble, I can only say that he swore a very great deal at the Supreme Court, so much so that he had to come back and withdraw nearly all the evidence he gave. Judge Faucett, who tried the case said, that so much had been withdrawn that he supposed the evidence must be all wrong. Question 515: "Mr. Eckford remained away?—He remained away." I altogether deny this, and there is the minute-book to prove that it was not the case. Question 517: "Did the sub-committee give directions to Mr. Thompson to state what the report was to contain?—They did, through me." I draw your attention to this in order to show you how Mr. Scholey contradicts himself. Here he says that the committee gave instructions, through him, whereas in a previous portion of his evidence he states that the committee went with him to Mr. Thompson; and I think you will find in Mr. Thompson's evidence that he says he received his instructions from the committee, though Mr. Scholey says that they came through him. In his evidence (question 966) Mr. Thompson is asked: "You received instructions from Mr. Scholey and others of the Council to draw up the report?—Yes; it was in this way:—Three of the Council were appointed to investigate the matter. They met twice when I was present." Now, with reference to what follows in Scholey's evidence, I can only say that the committee

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never saw the report and never knew what it was to contain until it was brought up and laid before the Council by Mr. Scholey. Mr. Thompson says he was present at two meetings of the committee, but he does not say that he received any instructions; on the contrary, he says, in answer to question 967, that "Mr. Scholey was specially deputed to see me and instruct me in what was necessary to be done. In part of the statement I made on the last day I was examined before the committee, where I referred to Mr. Fisher towards the end of page 27, I intended my evidence on that point to show the influences which had been brought to bear against me, and not with any intention to reflect upon Mr. Fisher. That was not the object with which Mr. Fisher was afterwards examined; for the way in which the questions were put to him could not but be hurtful and irritating to any person's feelings, and they compel me to go into the matter in self-defence. I say now that influence was used against me with Mr. Fisher.

1157. *Chairman.*] Mr. Fisher has said here that he was never spoken to; do you affirm that when he says that he is stating what is not the fact? I say that he has stated what is untrue. That is why I say that you are not acting fairly by me when I have given you the names of two witnesses who are willing to come forward and contradict him. I can bring fifty witnesses if it is necessary to come forward and contradict him. There were half a dozen of us talking together at the time, and they are all prepared to say that they saw Mr. Fisher spoken to by Mr. Tunks. There was myself, Mr. Reilly, Mr. Levien, Mr. Collett, Mr. Dodds, and Mr. Dransfield. We were all standing opposite the Court House in King-street, up against Driver's wall, and we all saw Mr. Tunks speak to him in the way I have described. I wish these gentlemen to be called in order to make good my words. If you hear evidence for the prosecution, you certainly ought to hear evidence for the defence. I wish further to state to the Committee, that this Mr. Hughes, who was called here to give evidence against me, was a man that I moved a reduction of his salary from £75 to £25 a year. He had been receiving that salary of £75 for fifteen or sixteen months, and had nothing to do for it, so I moved its reduction. I mention this in order to say that I think it very strange that all the people who have come into antagonism with me should have been brought down here to give evidence against me.

1158. If that is the case do you think it at all strange that you yourself should have asked for Mr. Hughes to be summoned, and that Mr. Forster should have handed in his name at your request? I do not think that Mr. Forster called him.

1159. Do you remember giving Mr. Forster a list containing the names of the witnesses whom you desired to be called? Yes, I may have given him a list, but my head has been so bad that I do not recollect perfectly.

1160. Do you remember whether in the list you gave him the name of Mr. Hughes appears? Perhaps I did give him the name of Mr. Hughes, but if I did, it was only to have him here to produce the minute-book. I said I wanted the minute-book and wanted him to produce it.

1161. But having yourself asked for Mr. Hughes to be summoned, how do you reconcile it to yourself that you should object to his being called by some one else? If I gave the name, it was solely that he should bring the minute-book. I never for a moment expected that it would be brought down here, except by the proper custodian. I never dreamt that they would allow the minute-book to be away out of his custody.

1162. *Mr. Burns.*] Is he the custodian of the minute-book? He is.

1163. Apart from the minute-book, do you see any objection to his being examined? No. I wanted him to be examined on the minutes in his custody. There are a great many questions here which he was asked altogether apart from the minute-book. He is asked by the Chairman (question 887): "Then if it has been stated to this Committee by any witness that this was not the report of the Council, but a mere statement of Mr. Scholey's, is that untrue;—is it true or untrue that Mr. Scholey merely made a verbal statement and did not bring up a written report?—I do not know whether there was a report submitted, signed by the committee. Mr. Scholey gave in a report." And then (888): "Was it written?—Yes. I do not think it was deposited in the office, but Mr. Scholey read from it." It strikes me that these questions were meant to apply to the verbal statement, alluded to by Mr. Scholey, and Mr. Hughes has complicated it in his answer with the report of the 9th December. I have never said that that was a verbal report. The report of the 17th November was a verbal report, and Mr. Scholey states as much in his evidence. I cannot see what is meant by this endeavour to mix up the two meetings together. There is another matter that I should have liked to allude to, but I do not think I shall have time to find it in the minute-book. It is a motion which was moved by myself. In his evidence about his suing the District Council, Mr. Thompson has made some mistakes. Question 1016: "The report you drew up was adopted by the Council, and yet the District Court Judge refused to give you a verdict against the Council?—He did. I took it that he thought it was a matter to be paid for by the Government, as it was done at the instance of the Government"; and 1017: "Did the Judge make any remark as to who ought to pay for the report?—That I cannot take upon myself to say. We got a verdict for part of the amount—some part of what we sued for,—but the whole of our claim was denied in the first instance." He says that the Judge gave him a verdict for part of the amount, but the Judge never gave him a farthing. This is a mistake on Mr. Thompson's part, for after his account was sent in there was a resolution passed, and it will be found in the minute-book that the whole of Mr. Thompson's claim against the District Council should be paid, less the expenses incurred over the Cessnock Road matter. This was done, and then he sued the Council for his costs in the Cessnock Road business, and the Judge gave a verdict for the defendant.

1164. We have been given to understand that there has been an error here in taking the evidence? Then you see I am right. Then again, if it is stated that Mr. Thompson said that the Judge was of opinion that the Government ought to pay the amount, that was wrong, because the Judge could not have thought that as he gave a verdict for the defendant with costs in the highest scale. Then, notwithstanding that the case had been tried in a Court of Law and decided in our favour, Mr. Scholey * was always at me to pay Mr. Thompson this amount out of the local trust funds. In Mr. Hughes's evidence (question 928) he is asked: "Was Mr. Eckford present at the meetings from time to time when this matter of the Cessnock Road was discussed?—Yes." Now Mr. Scholey has said all through, no, that I was not present; and I state myself that I never was present at any time when this matter was discussed.

1165. Not on the 17th November? I was present then, but the matter was not brought forward in such

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* Since I left Maitland has induced the Council to pay these costs to him, notwithstanding a Court of Law decided that Scholey only was responsible to Mr. Thompson, it having been clearly proved to be his own act and not that of the committee in giving instructions for report.

a way as that I say that it affected myself; and, with regard to Hughes, I do not deny that I gave Mr. Forster a list of names, and that Hughes's name was amongst them.

1166. *Chairman.*] We have your original list handed in by Mr. Forster? I do not deny it. No doubt I wanted Hughes to be examined with the minute-book.

1167. Your own name is also on that list? Yes, I daresay it is.

1168. Did you not give us to understand yesterday that it was not at your own request that you were called? No; what I said was—what had I been called here for.

1169. We understood you to deny that you had given any list to Mr. Forster? The moment I came to recollect it I stated that I had given a list to Mr. Forster, but I forgot it at first. I said that I had given a memorandum to Mr. Forster, but I had forgotten about the list until I came to think the matter over. I was not present at any other meeting than that of the 17th November, whilst these matters were going on, and then I asked the Council to call upon me for any information they required, and said I would be most happy to furnish it. If I attended this meeting, what becomes of Noble's statement that I intended to stop away for three meetings; and then here is Hughes, who says I was at all the meetings, so that you see they contradict each other; and I say, further, that until January the 19th I never heard anything from Scholey about what the suspicion was with regard to me. I did know it earlier, because I got a copy of the report from the Government some time at the end of December, or the beginning of January. I say that I was not present at any of these meetings, except that of the 17th November, and Mr. Scholey himself says I was not. Question 929: "Did he make any statement or defence as to matters supposed to affect himself at any meetings of the Council?—He said the money had been spent, as stated, by himself—that the men had been there. What I have to say of this is, that this was after the report had been sent in to the Government. Prior to that no information whatever had been given to me of any charge being pending against me. Question 930: "Did he make any explanation in the Council about matters affecting himself, contained in the report of the committee—at any meeting or meetings of the Council?—No more than that the money had been lawfully expended, and that he could produce the men who had received it." And question 931: "Had he opportunities, from time to time, to explain matters contained in the report which affected the administration of this road?—Yes." This is utterly untrue; but my answers to 928 and 929 form an answer to this statement in 930 and 931. I say again that I was not present at any meeting of the District Council when the Cessnock Road matter was under discussion, except the meeting of the 17th November, and then it was discussed in such a way as to leave me in the dark whether there was any charge against me. The statement referred to in answer to 929 alludes to what was said by me on the meeting of the 19th January, and the same answer refers to question 930. Both answers refer to my statement made to the Council on the 19th January. As to 931, it is simply untrue, for I never had any opportunity given to me to meet the charges, for I was not made acquainted with the fact that I was implicated in them until January.

1170. *Chairman.*] Had you not exclusive charge of the Cessnock Road? Certainly I had.

1171. Then, if matters were under discussion relating to the malversation of the public funds appropriated for that road, could they affect anybody but yourself? Yes, that is right so far, but then why was not the matter stated to me direct, instead of going to the Council? On the 17th November, when Mr. Scholey made his statement, he did so in general terms, and there were no charges made against anybody. When he reported the matter to the Council there was not a single word said against me.

1172. *Mr. Burns.*] All these matters were at issue before the jury on the trial of yourself against Scholey. Let me draw your attention to question 788 in Mr. Fisher's evidence:—"Can you remember anything more in reference to the case?—Yes, there is one very important feature in it—that the plaintiff in the case, through his counsel, urged upon us that he had never had an opportunity given him before the District Council to purge himself of this charge. Now, it was clearly proved by the evidence that he had repeated opportunities of clearing himself in the Council, and that he did not do so. That was one principal feature which determined the jury in giving their verdict." Now, was there evidence given on the trial of your having had opportunities of meeting these charges, and of your having failed to do so? I say that it was not the case. It was proved, on the contrary, that I had not had such opportunities afforded me. As a fact, no opportunity of clearing the matter up before the Council was ever given to me. Mr. Fisher's statement is not true. It is the Judge who tried the case who is the proper person to refer to on this matter, and not a witness who comes forward here in a state of excitement because he has been alluded to by me as having spoken to Mr. Tunks whilst engaged as a jurymen on the trial.

1173. *Mr. Webb.*] If Mr. Fisher denies that he was so spoken to, and his fellow jurymen deny it also, would you still say it was not true? I should still say that they were stating what was not true, and that the Judge who tried the case was the proper person to apply to.

1174. How can the Judge know whether the jurymen were spoken to outside the Court? I do not mean for the Judge to be asked about that, but about the evidence of opportunities I had. On the other points I want the Committee to call the parties who saw Mr. Fisher and Mr. Tunks speaking together. Before I leave I wish to give you the names of John Riley, of Maitland ———

1175. *Chairman.*] We have made up our minds that these witnesses are not requisite for the elucidation of the matter which we have been directed by the House to consider.

FRIDAY, 28 MARCH, 1873.

Present:—

MR. BURNS,

MR. MACINTOSH,

MR. TUNKS.

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

William Farmer, Esq., called in and examined:—

1176. *Chairman.*] I believe you are a member of the firm of Farmer & Co., importers and silk merchants? Yes.

1177. Do you remember being on the jury in 1870, to try a case of slander—Eckford v. Scholey? Yes; it was an action arising out of some road trust business; Mr. Scholey was Warden of the Maitland District Council.

Mr. J.
Eckford.

21 Mar., 1873.

W. Farmer,
Esq.

28 Mar., 1873.

1178.

- W. Farmer, Esq.
28 Mar., 1873.
1178. In his evidence before this Committee the then plaintiff has made a statement to the following effect:—On being asked by Mr. Webb, “Do you not think then that it was a wonderful thing after this that Mr. Scholey got the verdict?”—he answered, “I do not think it is at all a strange thing, after seeing the gentlemen that collared the jurymen every time they came out of the Court. Every time they came out of the Court Mr. Tunks would collar a spirit merchant down the street, and Mr. Davies would collar another;” and he made a similar statement with respect to Mr. Wilson also;—is this a fact? No, I can state that it is not a fact.
1179. Is there any foundation at all for it? Not the slightest that I am aware of.
1180. Neither Mr. John Davies, Mr. Wilson, or Mr. Tunks, ever attempted to speak to you? Not a syllable during the whole time. I do not know Mr. Tunks even by sight.
1181. Neither did you see them speaking to your fellow jurymen when you came out of Court? No, not on any occasion during the trial; nor, I may say, before or since.
1182. Then, to your knowledge, this statement must be untrue? I think I am in a position to state that it is decidedly untrue. I could not answer for anything that may have been said to Mr. Fisher or Mr. Frerichs when I was not present, but certainly nothing of the kind took place in my presence.
1183. *Mr. Macintosh.*] Nor to your knowledge? Nor to my knowledge; and I think I should have heard of it from my brother jurors if it had taken place. The jury were very unanimous, and I think I should have known if anything of the kind had taken place; I feel certain it would have been mentioned to me.
1184. *Chairman.*] Mr. Eckford further stated, in answer to question 662: “I saw John Davies speak to one of the jurymen when they came out of Court, and there were some other jurymen whom I do not remember”? I did not see Mr. John Davies at or near the Court during the whole of the trial; he may have been there, but I did not see him, to the best of my recollection. When we left the Court I think Mr. Fisher and Mr. Frerichs usually walked with us as far as Elizabeth-street—I am under the impression that they took lunch at “Camb’s Hotel”—and Mr. Fleetwood and myself usually walked together to the corner of Pitt-street and then separated; he would go to George-street, and I would go to our place of business, as a rule.
1185. You found a verdict for Mr. Scholey in this case? Yes.
1186. Unanimously? Yes.
1187. Did you take into consideration, in arriving at your verdict, that Mr. Scholey acted in this case, in furnishing this report, in his position as Warden of the district and in a public capacity;—did you come to any conclusion that Mr. Scholey was justified in furnishing this report about this malappropriation? Yes; we found that he only discharged his duty as Warden of the Council in bringing the matter before the Government; otherwise, we must have found for the plaintiff.
1188. Did you take into consideration only that he acted in his public capacity as Warden? I think the case was put before us whether he acted for good and honest motives or from malicious motives. It is sometime ago, and my recollection is not very distinct, but I think it was put before us that we must find for the plaintiff if we found that Mr. Scholey was actuated by malicious motives.
1189. And you arrived at a conclusion from the whole of the facts that Mr. Scholey only performed his public duty as Warden in furnishing this report? Most decidedly.
1190. *Mr. Tunks.*] You have stated that you had no knowledge of me at the time this case was going on? I had not the pleasure of knowing you until this morning. I have no recollection of seeing you in Court.
1191. Or in any way interfering? No, nothing of the kind took place as far as I know.
1192. *Mr. Burns.*] I believe the evidence given by Mr. Fisher before this Committee was sent to you to be read? Yes.
1193. Have you read that evidence and considered it? I have.
1194. Do you concur in that evidence as given by Mr. Fisher? There are one or two slight discrepancies, but I almost entirely concur in the general tenor of the evidence he has given. I think there are one or two small matters of no moment wherein he is mistaken.
1195. You agree in his statement that the verdict was given substantially on the merits of the case—that is, that the defendant made out his case? Yes; we were quite unanimous on the point the moment we left the box; we were all of one mind as soon as we retired; but we found there were certain things to be taken into consideration, which the Judge asked us to consider.
1196. Did the Judge, in summing up, explain the law as to privileged communications? Yes, very amply, I think.
1197. In giving your verdict in this case it was in no way influenced by any question of privilege, but it was given on the ground that Mr. Scholey had made out his case? I will state my own opinion; I will not answer for my brother jurymen. I believed, from the evidence given at the time, and the whole case brought before us, that Mr. Scholey acted from *bonâ fide* and honest motives in sending in the report to the Government; that was really the question we had to consider.
1198. I want to know something more—whether in your opinion the defendant, Mr. Scholey—the action having been brought against him for having alleged that there had been some malversation of the public funds in connection with the Cessnock Road—made out his case to warrant his report? We certainly arrived at that conclusion.

Richard John Fleetwood, Esq., called in and examined:—

- R. J. Fleetwood, Esq.
28 Mar., 1873.
1199. *Chairman.*] Do you remember being on a jury in an action in the Supreme Court in 1870—Eckford v. Scholey? Yes.
1200. *Mr. Tunks.*] It lasted several days? Yes, about 11 days.
1201. *Chairman.*] It was an action for slander, on account of some statement made by Mr. Scholey in a report to the Government respecting the expenditure of public money on the Cessnock Road? Yes.
1202. What verdict did the jury come to? A verdict in favour of Mr. Scholey.
1203. Do you remember the principal grounds or reasons upon which they arrived at this verdict? It is so long ago that I hardly remember; there were many witnesses on both sides, and no doubt at the time we believed the witnesses on one side in preference to those on the other.
1204. In furnishing this report, Mr. Scholey acted, did he not, in his capacity as Warden of the Maitland District Council? Yes.

1205. Did you consider he was justified in sending in this report about the malappropriation? Yes; I understood he sent it in to the Minister of the day.

1206. Did the jury arrive at the conclusion that he only performed his duty in his public capacity in doing so? Yes.

1207. The then plaintiff in the case, Mr. Eckford, when examined before this Committee, was asked by Mr. Webb how it was that Mr. Scholey got the verdict, and in answer to that Mr. Eckford states, "I do not think it is at all a strange thing, after seeing the gentlemen that collared the jurymen every time they came out of the Court; every time they came out of the Court Mr. Tunks would collar a spirit merchant down the street, and Mr. Davies would collar another;"—were you "collared"? I never saw anything of it.

1208. There was no attempt to influence your decision? No; nobody spoke to me, nor to any jurymen in my presence. I remember a drunken man speaking to us after the case was over, but I cannot say whether it was to any one of us in particular, or to all of us.

1209. Neither Mr. Wilson, Mr. John Davies, nor Mr. Tunks spoke to any of you? I did not know any of them at the time. I think I have only spoken to one of them in my life.

1210. To your knowledge they did not speak to any of your brother jurymen? No; not in my presence.

1211. It was also stated by the then plaintiff in his evidence here that he saw Mr. John Davies speak to one of the jurymen when they came out of Court? He did not do so that I know of. I did not know Mr. John Davies at the time.

1212. This statement, as far as it concerns yourself and your brother jurymen, to the best of your knowledge, is untrue? Certainly.

1213. Have you read the evidence of Mr. Fisher, which was forwarded to you? I have read a portion of it.

1214. Do you agree with Mr. Fisher's views of the case? Yes. So far as the verdict was concerned we were unanimous.

1215. Did you deliberate much after you left the box? I think about an hour.

1216. *Mr. Tunks.*] Do you recollect seeing me in any way concerned in this matter? I do not.

1217. Had you any knowledge of me at the time? No, I do not think I ever spoke to you in my life. In fact, if I were not told, I should not know you were Mr. Tunks.

1218. *Mr. Burns.*] You say that after you retired your deliberations occupied about an hour;—might I ask what were the matters that occupied your attention;—you say you were unanimous in your verdict? It was as to the credibility of the witnesses as a body—the witnesses on each side; some were very positive, and others were not so positive.

1219. Did you give your verdict upon the principle that the defendant, Mr. Scholey, had established his right to send in this report to the Government, and that there was foundation for the report, and that he as a public man was doing his duty in sending it in.

1220. There was a good deal of evidence given on the trial about some men who were missing, who were alleged to have been working on the road? Yes, some two or three.

1221. Were any of these men produced at the trial? No; I am under the impression that the missing men were not produced. Some missing men were not produced.

1222. Did you hear the Judge at the close of the trial, in his charge, or otherwise, express any opinion in favour of the plaintiff, Mr. Eckford? To the best of my recollection his summing up was an ordinary summing up, leaving it to the jury as to the credibility of witnesses.

1223. You do not recollect his making any statement that he held an opinion in favour of the plaintiff and adverse to the defendant? No, I do not think he gave any opinion one way or the other.

1224. The Judge made some explanation to the jury of the law as to privileged communications? Yes.

1225. In giving your verdict for the defendant, Mr. Scholey, were you guided by the material facts of the case, or by any consideration as to privilege;—did you give a verdict upon the principle that the defendant, Mr. Scholey, was warranted in sending in the report, and had material grounds for sending in the report? We came to the conclusion that it was his duty to send it in.

1226. I want to know whether he made out a case to show that there were facts to warrant him in sending in this report? Yes, certainly there were.

1227. Were the jury satisfied that Mr. Eckford had opportunities of explaining the charges against him, if he thought fit, to the District Council? Yes.

1228. The jury thought he had not explained them? He had not explained them satisfactorily.

1229. Then if Mr. Eckford alleges that he had not an opportunity of explaining these charges that does not agree with your recollection of the evidence on the trial? Certainly not.

1230. Do you recollect noticing any one speaking to the jury at the time of the trial, or to any member of the jury? No.

Stephen Scholey, Esq., M.L.A., further examined:—

1231. *Mr. Burns.*] It appears from the evidence that the payments made on account of the Cessnock Road were made by cheques given by the Warden for orders drawn by Mr. Eckford? Yes.

1232. Were not these orders for round sums of money and not for payments to particular individuals or for specific services? For the number of men altogether.

1233. Were these orders drawn in favour of particular individuals for specific services, or were they drawn for lump sums, without naming who they were for and for what services? For lump sums.

1234. Who took the vouchers for these payments? Mr. Eckford.

1235. Do you recollect how many orders were drawn up to the time you refused to pay one of these orders? I think eleven.

1236. Up to the time a particular order was drawn by Mr. Eckford, which you refused to pay, he had drawn in all eleven orders, and these orders had been paid? Yes.

1237. Will you look at the Return laid upon the Table, on motion of Mr. Wilson, and ordered to be printed on the 29th September, 1869, pages 7 and 8;—do you observe that, except in one instance, these orders are drawn only in the name of "labourer"? Yes.

1238.

R. J.
Fleetwood,
Esq.

23 Mar., 1873.

S. Scholey,
Esq., M.L.A.

28 Mar., 1873.

- S. Scholey, Esq., M.L.A.
28 Mar., 1873.
1238. When you refused to pay the order for £43 4s. 6d. what was the reason you alleged to Mr. Eckford for doing so? I told him there was something wrong on the Cessnock Road, and that I must have an inquiry into it.
1239. Did any other Commissioner or Commissioners adopt the same practice of drawing orders upon you for lump sums and getting the money advanced to them in this particular way? I do not remember any other case.
1240. Did you request Mr. Eckford to produce the vouchers for payments made on that order for £43 4s. 6d. before you would make any further payments? Yes, the whole of the vouchers he had.
1241. You asked him for the whole of the vouchers for payments he had made up to that time before you would have this order paid? Yes.
1242. Did he produce these vouchers? Not for some time after.
1243. How long after? I think five or six days.
1244. Did he produce them at the next meeting of the District Council? No; Mr. Hughes, the secretary, went for them twice, and got them.
1245. When they were brought before the Council did the vouchers include a statement of the services for which the sum of £43 4s. 6d. was drawn, as well as vouchers for the previous orders? No.
1246. Did Mr. Eckford, when you asked for the vouchers, or at any time before your reporting to the Government about the Cessnock Road, explain for what purposes this sum of £43 4s. 6d. would be wanted? I think he gave a list of the items, but I am not sure.
1247. Did any discussion take place at the Council over these vouchers when they were produced there? Yes.
1248. When was that? On the 2nd November.
1249. I think Mr. Eckford was not present on that day? No.
1250. But he was present on the 17th? Yes.
1251. Was there any discussion on the 17th with regard to these accounts and vouchers? Yes.
1252. Mr. Eckford was present then? Yes.
1253. Was attention at all drawn to the circumstance that some of these vouchers for these payments were signed by marksmen, and that Mr. Eckford himself was the witness? No, I do not think it was.
1254. Was it mentioned at the meeting of the 17th November that some of the men could not be found? No.
1255. Was it mentioned at any meeting that some of the men could not be found? Yes.
1256. Before reporting to the Government? Yes; I think it was mentioned on the 9th December.
1257. Did you tell Mr. Eckford, or did the Council in any way inform him, that some of the men were missing, and could not be found? Mr. Bowden told him, and I told him in January; I asked him were these men were.
1258. Was Mr. Eckford told at any time before the report was sent to the Government, either at a meeting of the Council or by any of the Councillors, that there were some men for whom payments were set down on the pay sheets, who could not be found? Mr. Keating told me he told him; he told him every particular from the 2nd of November up to the end of the discussion. He told me he had given every information to Mr. Eckford.
1259. Did you understand, while these meetings were being held, that Mr. Eckford would not attend them? Yes.
1260. That was through what had been said by Mr. Noble? Yes. Betwixt the 17th November and 9th December a person was sent down to Mr. Noble to ask him not to go to the meetings before he saw Mr. Eckford.
1261. Did Mr. Eckford know that it was alleged these men could not be found, and that the accounts for the Cessnock Road were supposed to be incorrect, before the report was adopted by the Council? Yes, he was told by Mr. Keating, so Mr. Keating told me.
1262. Was there any publication in the newspapers from which he could be informed that at these meetings the matters of the Cessnock Road were being discussed? Yes.
1263. And he remained away from the meetings? Yes.
1264. Do you recollect Mr. Noble giving evidence in the Supreme Court? I do.
1265. Do you recollect his going back to get some portion of his evidence corrected? Yes.
1266. Do you recollect what portion it was? It had reference to dates.
1267. Do you recollect the Judge making any remark about his having his evidence corrected? I think he admired the conduct of the witness.
1268. The Judge approved of his coming back to have his evidence corrected when he found he had made a mistake as to date? He did.
1269. He made no remark uncomplimentary to Mr. Noble? No, he commended him.

WEDNESDAY, 2 APRIL, 1873.

Present:—

MR. BURNS, | MR. WEARNE,
MR. WEBB.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Burchart Frerichs, Esq., called in and examined:—

- B. Frerichs, Esq.
2 April, 1873.
1270. *Chairman.*] Do you remember in 1870 being on the jury in a trial in the Supreme Court, of Eckford v. Scholey? I do.
1271. You are aware that was an action of slander? Yes; Mr. Scholey gained it.
1272. It was brought against him on account of a report made by him to the Government on the subject of the expenditure on the Cessnock Road? It was.
1273. For whom did the jury give their verdict? For Mr. Scholey.
1274. Were the jury unanimous in their verdict in that case? Yes, quite unanimous.

1275.

1275. Do you remember the grounds upon which the jury returned their verdict for the defendant in that case? Yes. We considered that this report was made to the Government as a matter of duty by Mr. Scholey, as Warden of the district.

B. Frerichs,
Esq.

1276. You considered that he reported in a public capacity to a Minister of the Crown on an expenditure of public money? Exactly. 2 April, 1873.

1277. The plaintiff in the case, Mr. Eckford, has, in his evidence before this Committee, accounted for that verdict by stating that the jury were "collared" every time they came out of Court by persons friendly to the defendant, and that thus their verdict was influenced;—do you know anything of this? It is not true. It is certainly not true as far as I am concerned, and I can say that it is not true as far as my brother jurors were concerned, for we were nearly always together when we left the Court.

1278. When Mr. Eckford was examined he was asked (question 598): "Do you not think then that it was a wonderful thing, after this, that Mr. Scholey got the verdict?" He said, in answer to that: "I do not think it is at all a strange thing, after seeing the gentlemen that collared the jurymen every time they came out of the Court. Every time they came out of the Court Mr. Tunks would collar a spirit merchant down the street, and Mr. Davies would collar another";—As far as your observation went is this statement true or false? I have seen nothing of that. It is utterly untrue as far as I am concerned. I never saw it with the others, and we were always together.

1279. Then again, in answer to question 662, Mr. Eckford says: "I saw John Davies speak to one of the jurymen when they came out of the Court, and there were some other jurymen whom I do not remember";—do you know anything of that? I certainly do not. I am not aware of anything of the sort. No one certainly ever spoke to me, and, as far as I can remember, I do not think I saw John Davies.

1280. Nor Dr. Wilson? No.

1281. Nor Mr. Tunks? I do not remember seeing him.

1282. *Mr. Burns.* Did you know either the plaintiff or the defendant up to the time of your being summoned as a juror on the trial? No, I did not know either of them at all.

1283. Did you know Mr. Tunks? No. I think I might have known him by sight, but I did not know him to speak to him. I never knew him to speak to him in my life.

1284. Did you know Dr. Wilson? I know Dr. Wilson by sight, but not to speak to. I know John Davies, that is, if it is the ironmonger in York-street that you mean.

1285. Did either of these persons speak to the jury that you saw? No, certainly not.

1286. You have said that the jury considered that Mr. Scholey was only performing a public duty in sending in the report to the Government; did you also consider from the evidence adduced before you, that Mr. Scholey had reasonable or probable grounds for the statement contained in the report? We did.

1287. From the evidence brought before you on the trial, did you consider that the defendant, Mr. Scholey, showed that he was justified in sending in that report? We all thought so then, and I think so yet.

1288. You think so still—that the report was justified? I do.

1289. Do you recollect a Mr. Noble being examined on that trial who, after giving his evidence, came back to have a portion of it corrected? It is so long ago that I remember the name and the witness coming back, but I cannot remember the evidence he gave that he wished to correct.

1290. Was it not in connection with some dates? Yes, I think it was—the dates when the men came to work on the roads—that was it.

1291. Did the Judge commend this witness for amending his evidence, or did His Honor seem displeased at it? I think the Judge expressed rather displeasure than commendation for this alteration of statement—but I am not so certain about that.

1292. Do you recollect the witness? No, I do not.

1293. Perhaps you may call him to mind when I say that he was a very nervous man? Yes, I remember him now.

1294. Now you recollect the man, does that bring back to your memory what occurred? Yes, I remember now, he came back into Court to correct his evidence about some dates.

1295. And does that remind you of what the Judge remarked? Yes. I think the Judge praised him for coming back; when you mentioned about the nervousness, that made me remember the man, and then I recollected the circumstances.

Stephen Scholey, Esq., M.L.A., called in and examined:—

1296. *Chairman.*] It has been stated to this Committee that you were surety for Mr. Wallace, who was formerly Secretary to the Maitland District Council;—is that the case? It is not. I was never surety for him. S. Scholey,
Esq., M.L.A.

1297. Have you any further statement to make to the Committee? I can state this, that Mr. Wallace's sureties were Mr. Brunker, and Mr. Wallace, senior. I had nothing to do with it. There is another statement made by Mr. Eckford—that I obtained an appointment as station-master for James Wallace; now I never did anything of the kind. I would also like to mention that I had a letter from the Government, in reply to the charges made by Mr. Eckford against me; but what became of that letter I do not know, for I have made every possible search for it, and I have not been able to find it. 2 April, 1873.

1298. In what way were the charges made? By letter. Mr. Eckford wrote to the Government making a lot of charges against me. A copy was sent to me with an intimation that I was to answer them. I did reply to them, and then in about four days afterwards I got a letter back, either saying that I was exonerated from the charges, or that my conduct had been correct, or something to that effect. I will not be positive about the words, but the effect was to clear me of the charges.

1299. Was this by Eckford? No, by the Government; they sent me an answer, acknowledging the receipt of my letter, and then stated that they exonerated me from any charge of irregularity, or something to that effect. That letter I should have liked to have laid before the Committee, but I cannot put my hands on it. Whether it was put in evidence at the trial in Maitland and lost, or how it has got mislaid, I do not know.

1300. Is this matter involved in the question now before the Committee? No; I think not. It was just this: Mr. Eckford brought certain charges against me before the Government, and the Government on hearing my explanation altogether cleared me of them. I then brought an action against Eckford for slandering me in these charges. That action was tried in Maitland and I got damages against him.

1301.

S. Scholey, Esq., M.L.A.
 2 April, 1873. 1301. Damages for what? For the slander in the charges Eckford brought against me before the Government. By bringing this action I gave him an opportunity of making good his charges against me if he found himself in a position to do so. He stated that Mr. Wallace and myself had cooked the accounts of the Road Trust, and I gave him the chance of proving it in Court if we had done so. But instead of attempting to prove anything of the kind, all his defence was that he had never said so; that he had never used the words. The case was tried on the 26th October, 1869, at Maitland, and I got a verdict against him.

1302. *Mr. Burns.*] What were the words which formed the groundwork of the action against Mr. Eckford? The words which were chiefly complained of are thus quoted from the pleadings by the special reporter of the *Sydney Morning Herald*, in the issue of that paper for the 29th October, 1869:—"The deceitful wretch. That is only a blindfold. By G—— I'll have my revenge. I'll lag him as sure as his name is Scholey. Between him and Wallace they have cooked the Council accounts or books pretty well, entering moneys they have never paid, and I can prove it, for I have a copy of all the documents from head quarters, and I can shew from them that instead of me robbing the Government that it is himself and young Wallace that has done it. He is one of the damndest scoundrels in the Colony, and I will lag him before this day three months."

CLAIM OF MR. STEPHEN SCHOLEY.

APPENDIX.

[Handed in by Mr. Scholey on 12 February, 1873.]

A 1.

S. Scholey, Esq., M.L.A., to J. H. Neale, Esq., M.L.A.

East Maitland, 23 November, 1868.

Dear Sir,

You will oblige me by seeing Mr. Forster, Minister for Lands, and make an appointment for me to see him upon matters of fraud committed by men employed on the Cessnock Road; and let me know, at your earliest convenience, the day.

Yours, &c.,
S. SCHOLEY.

A 2.

J. H. Neale, Esq., M.L.A., to S. Scholey, Esq., M.L.A.

Sydney, 25 November, 1868.

My Dear Sir,

I am in receipt of yours of yesterday, and cannot arrange for the interview with Mr. Forster, as you desire, because he (Mr. F.) has not yet returned to Sydney from the Hastings.

I have arranged to go away on Friday morning for a few days, but on my return I shall be glad to accompany you to see Mr. F., if you do not see him before. I expect to be back on Tuesday, and should be glad to hear further from you on my return.

Yours, &c.
JAMES H. NEALE.

A 3.

No. 2.

[N.B.—This Report was originally received at the Lands Department, on 17th December, *unsigned*, and was returned again signed, on 5th January, 1869.]

S. SCHOLEY—REPORT OF MAITLAND DISTRICT COUNCIL.

REPORT of the Maitland District Council respecting the alleged expenditure of a portion of the sum of three hundred and fifty pounds, voted by the Legislative Assembly for the repairs of a portion of the Wollombi Road, between West Maitland and Cessnock, submitted for the information of the Honorable the Minister for Lands.

The Council does itself the honor to report that on or about the 4th day of June last the sum of £350 was placed by the Colonial Treasurer to the credit of the Council in the Bank of New South Wales, Sydney, for the purpose of enabling the Council to execute certain necessary repairs on the Wollombi Road, between West Maitland and Cessnock, a distance of 14 miles or thereabouts, and that six months was granted for the expenditure of that sum.

That, in the month of May last, the various roads within the Maitland District were allotted to the charge of various Councillors by vote of the Council, and amongst others the Wollombi Road was allotted to the charge of Mr. Joseph Eckford, assisted by the Warden, Mr. Stephen Scholey, but by some error of the Clerk of the Council the Warden's name was not inserted in the minutes.

2. That on the 6th of October last the Warden obtained certain information which induced him, on the 12th of October, before 6 o'clock a.m., to visit that part of the Wollombi Road which was then immediately under repair, for the purpose of ascertaining whether the men who were said to be working on the said road came to their work in due time, and as to how the work generally was being carried on. The Warden then found that nearly all the men were not at work in due time; that up to a quarter past 7, the overseer, Patrick Doran, whose duty it was to set the men to work, to keep their time, and to carry out the instructions of the directing Councillor, was not on the ground.

3. That at the time the said Patrick Doran was lodging on week-days at the house of Mr. Joseph Eckford, at the charge of 5s. per week.

4. That one Solomon Israel and one Patrick Kinneally were carters said to be employed on the said work, neither of whom were at work up to half-past 8 o'clock on the morning of the 12th of October; but the Warden ascertained from one of the labourers, named James Moylan, that Mr. Eckford had instructed the carter, Solomon Israel, not to come to work until Wednesday, the 14th of October.

5. That on Tuesday, the 27th of October, the usual pay-day, Mr. Eckford presented to the Warden, at the office of the Council, the order bearing that date, a copy of which is sent herewith, and on inquiry being made it was ascertained from Mr. Eckford that Solomon Israel, the carter, claimed for thirteen days' work with his horse and cart, at 12s. per day, and that Patrick Kinneally, the other carter, claimed for nine days' work, at the same rate. Mr. Eckford had at that time all the vouchers for the expenditure of the said sum in his possession, and on Mr. Eckford's requiring a cheque, in accordance with the order before mentioned, the Warden refused to give a cheque until all the vouchers were produced and in the office. The Warden believing, from information which had been previously furnished to him, that both Israel's and Kinneally's accounts of their work were false, sent the secretary of the Council to them to endeavour to obtain from them a written statement of these accounts, which, however, the secretary was unable to obtain from them; but the Warden the same evening obtained further information from John Sheridan, who had been keeping a book of the time of all the men, which at once confirmed the impression he had previously formed, that Israel's and Kinneally's accounts (as stated by Mr. Eckford) were both false, inasmuch as Israel had only worked nine days instead of thirteen, for which he claimed, and Kinneally had only worked two days instead of nine, for which he claimed.

6. That at the time of the Warden's refusing to give Mr. Eckford a cheque, he requested Mr. Eckford to have all the workmen down at the office on Thursday, the 29th of October, that he might examine them as to the work they had really done, and Mr. Eckford promised that the men should be there.

7. That on Thursday all the men, including Israel and Kinneally, but excepting Doran, the overseer, came to the office of the Council, and the Warden then examined all the labourers, particularly as to the time made by Israel and Kinneally. None of the men at first appeared willing to give any information, but at length Moylan and Sheridan made certain statements, copies of which are hereto annexed, marked A and B. Israel was afterwards brought in and examined by the Warden, in the presence of the secretary and of Mr. Eckford, and he then stated that he had worked thirteen days, commencing from Monday, the 12th of October; that he had worked that very day, and begun work at 6 o'clock, and had carried Doran, Sheridan, Hennessy, Moylan, and Walsh, out to work in his cart, this being the very day on which the Warden was on the work, and found that up to half-past 8 o'clock he was not on the work nor going to it; and that Sheridan, Moylan, and Hennessy were on the ground—the first at ten minutes past 6 and the two latter at ten minutes past 7; and that Doran and Walsh were not there at all. The Warden then declined to pay Israel for any more than nine days, which he at last accepted, but persisted to the last that he had worked thirteen days and was entitled to be paid for them. Kinneally also insisted that he had worked nine days, but he could not say when he begun work or when he finished, and he was only paid for two days.

8. The Warden being convinced, from what he had seen himself and from the information derived from Sheridan and Moylan, that Israel had attempted, by false pretences, to obtain payment from the Council for four days' work which he had never performed, caused proceedings to be taken against him for the attempt; but on the case being brought before the Bench at East Maitland, an objection was raised by Israel's attorneys, Messrs. Mullen & O'Meagher, that no offence had been committed in law. The Bench however dismissed the case, not upon the grounds so raised, but because, in their opinion, the Warden had the means within his power of ascertaining whether the statement made by Israel was true or false.

9. That a committee, consisting of the Warden and Councillors Keating and Bowden, was appointed to inquire into the whole matter relating to the expenditure of the said money; and from the inquiries which they have made, they believe that the sum of £109 5s. 10d., as shown by the account sent herewith, marked C, has been paid in excess of what has been really earned; that several amounts are entered in the vouchers, copies of which are also sent herewith, marked respectively D, E, F, G, H, I, J, K, and L, which were never paid, particularly a sum of £4 10s., said to have been paid to John Sheridan, whereas Sheridan declares that he only received £3 12s., and that he signed the voucher in blank, which shows that the sum of £4 10s. as paid to him, and his signature to which is witnessed by Mr. Eckford; and as far as the committee has been able to ascertain, no such person as William Thomas, who is said to have earned £7 4s. 8d. by the voucher of the 16th of June, and whose mark or cross to the said voucher is witnessed by Mr. Eckford, was ever known to any of the other men employed on the work, and, as it is believed, no such person was ever employed there.

10. That the document marked J, sent herewith, is a copy of a memorandum furnished by Mr. Eckford of the work said to have been done between the 6th and 26th days of October.

11. That the overseer, Patrick Doran, did not make his appearance before the Council until the 17th day of November, when he came for his wages earned up to the 26th of October, and he was then examined by several of the Councillors, and his examination was written down by the clerk, and a copy thereof is also sent herewith, marked M.

12. That a copy of the time-table kept by John Sheridan, marked N, is sent herewith, to be compared with the vouchers signed by the workmen and witnessed by Mr. Eckford.

STEPHEN SCHOLEY, Warden.
PATRICK O'BRIEN.
JOHN BOWDEN.
JOHN NOBLE.

Dated 15 December, 1868.

No. 3.

The Under Secretary for Lands to The Commissioners of the Maitland Road Trust.

Department of Lands,
Sydney, 24 December, 1868.

Gentlemen,

The enclosed document, purporting to be a report from the Maitland District Council, in connection with the expenditure of a sum of money on the Wollombi Road, has been handed to the Secretary for Lands by the Warden of your Council, but it is noticed that the communication in question bears no signature, nor is it otherwise authenticated, and I am directed by Mr. Secretary Forster to return the document to you for that purpose.

I have, &c.,
M. FITZPATRICK.

No. 4.

The Under Secretary for Lands to J. Eckford, Esq., M.L.A.

Sydney, 11 January, 1869.

Sir,

In forwarding for your perusal accompanying document (with enclosures), being a report of the Maitland District Council respecting expenditure on the Wollombi Road between West Maitland and Cessnock, I am directed by the Secretary for Lands to invite you to favour me with any observations you may desire to offer on the subject.

I have, &c.,
M. FITZPATRICK.

No. 5.

J. Eckford, Esq., M.L.A., to The Secretary for Lands.

West Maitland,
12 February, 1869.

Sir,

At the first meeting of the Maitland District Council, which was held after receiving your letter and report of the Warden of the Council, I attended there for the purpose of having the matter opened up, in order that I might be enabled to forward a proper reply, when, as I arose to speak, I was met by the Warden's moving a resolution, as though he anticipated me in the matter, that anything I had to say should be postponed until next meeting, or for a week. I at once moved as an amendment that I be heard at once, and spoke to the amendment, as being the only possible chance I had of opening up the (M'Mahon's) affair. After I had done, the Warden moved and carried a resolution the matter be postponed until the next monthly meeting, which will take place on Tuesday next, soon after which I will give you my reply, which, I am sure, must be satisfactory. It is a very good way for Mr. Scholey to try and get himself out of a difficulty, which he knows full well he has placed himself in, both by his treatment to me in this matter, and his collision with members of the Trust, to enable him to get their support, and making up accounts as he said himself was unsatisfactory at the death of the late secretary, Samuel Wallace, and who he was a bondsman for. His statement in the Council was that several documents were missing, full particulars of which will be given by other members of the Trust.

I have, &c.,
JOSEPH ECKFORD.

P.S.—You are aware the meeting was held and report adopted without me being present, notwithstanding an adjournment was asked and refused, to enable me to be present, a report of which I forwarded to you some time ago.—J.E.

A 4.

Sunday, November 29th, 1868.—I heard that Mr. Forster was in Sydney. Went to Sydney in the "Lady Young."

Monday, 30th.—Holiday.

Tuesday, December 1.—With Mr. Parkes and James Byrnes; they went through accounts and recommended me to the Auditor General, Mr. Rolleston, but was too late; he had left his office. Mr. Parkes gave me a note to him.

Wednesday, 2nd.—Came to Maitland.

Thursday, 3rd.—Left Maitland for Sydney.

Friday,

Friday, 4th.—At the Auditor's Office at 10 o'clock; could not see him till half past 12 o'clock; saw him; he examined the accounts and said it was as bad a case as they had in the office for years; sent me to Mr. Fitzpatrick; he said that it was a bad case, and thought there was a good deal of the money badly spent; not a pleasant man to do business with; he said Mr. Forster was the party I should see. Saw Mr. Forster; he heard the whole statement; he asked me if I could not make a charge; I stated that I had made one charge against Saul Israel for attempting to obtain money under false pretences; the magistrates had dismissed the charge; he stated that, in his opinion, they were bound to hear it; I told him that I was prepared to assist the Government all I could, but must have a guarantee that would clear me from all responsibility; he said that was nothing but right, and that I had better have a complete report of the case prepared by Mr. Thompson, who had the case in hand as attorney, and let him have the information as quick as possible, and he should see that the matter was well examined into. Mr. Forster listened to the case as stated with much attention and thanked me for my trouble.

A 5.

The Under Secretary for Lands to the Commissioners of the Maitland Road Trust.

Department of Lands,
Sydney, 24 December, 1868.

Gentlemen,

The enclosed document, purporting to be a Report of the Maitland District Council in connection with the expenditure of a sum of money on the Wollombi Road, has been handed to the Secretary for Lands by the Warden of your Council, but it is noticed that the communication in question bears no signature, nor is it otherwise authenticated, and I am directed by Mr. Secretary Forster to return the document to you for that purpose.

I have, &c.,
MICHL. FITZPATRICK.

A 6.

The Warden's statement respecting his interview with the Minister for Lands, Mr. Forster :—

4 December, 1868. I waited upon the Hon. the Minister for Lands, and showed him the vouchers respecting the payment of the money alluded to on the Cessnock Road; also the time-table kept by Sheridan, and the amounts said by him to be earned by the various men on the road. I also placed before him the balance-sheet produced by the Secretary of the Trust, and examined by the Committee, comparing the amount said by Mr. Eckford to have been paid, and that stated by Sheridan, whereby it was shown that something like £109 5s. 10d. was said by Sheridan to be overpaid. After listening attentively to what I had to say, Mr. Forster asked me if I could not make a charge. I replied that I have already made one against Solomon Israel for attempting to obtain money under false pretences, but the Magistrates dismissed it.

I further stated that I was prepared to assist the Government all I could in the matter, but must have a guarantee that would clear me from all responsibility.

He said that was nothing but right, and advised me to have a complete report of the whole case prepared by Mr. Thompson (who had the case in hand as attorney in the prosecution of Israel), and let him (Mr. Forster) have the information as soon as possible, and he would see that the matter should be well examined.

[*Note.*—The above interview took place under the instructions of the Committee,—Messrs. Bowden, Keating, and the Warden.]

[*Handed in by Mr. Scholey, 26 February, 1873.*]

B.

By His Excellency the Right Honorable Sir JOHN YOUNG, Baronet, Knight Commander of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice-Admiral of the same.

WHEREAS by an Act of the Imperial Parliament of Great Britain and Ireland, passed in the fifth and sixth years of Her Majesty Queen Victoria, intituled "An Act for the Government of New South Wales and Van Diemen's Land" it was amongst other things enacted that there should be within the Colony of New South Wales a Legislative Council to be constituted in the manner and for the purposes thereafter mentioned And whereas it was further enacted that it should be lawful for the Governor by Letters Patent under the Great Seal of the Colony of New South Wales to incorporate the inhabitants of every County within the said Colony or of such parts of Counties or other divisions as to him should seem fit to form districts for the purposes of the said recited Act and by such several Letters Patent to establish a Council in every such district for the local government thereof subject to certain provisions therein mentioned And whereas among other of the said provisions in the said Act mentioned it was therein provided that every such District Council should be presided over by a Warden to be appointed and be removable by Her Majesty or by the said Governor in the name of Her said Majesty And whereas His Excellency Sir George Gipps Governor of the said Colony did by Letters Patent under the Great Seal of the said Colony bearing date at Government House Sydney the twenty-first day of July one thousand eight hundred and forty-three incorporate the inhabitants of the District of Maitland in the Counties of Northumberland and Durham in the said Colony of New South Wales to be and form a District for the purposes of the said recited Act and by the said Letters Patent did establish a Council in the said District for the local government thereof Now know all men by these presents that I Sir JOHN YOUNG the Governor of the said Colony of New South Wales do with the advice of the Executive Council thereof hereby in exercise of the aforesaid power given to me as such Governor by the said recited Act and of all other powers enabling me so to do nominate and appoint in the name of Her Most Gracious Majesty Queen Victoria Stephen Scholey Esquire to be Warden of the said District Council of Maitland and to act as such President thereof as aforesaid In testimony whereof I have hereunto set my hand and caused the Great Seal of the said Colony to be affixed at Wagga Wagga in New South Wales aforesaid this second day of May in the year of our Lord one thousand eight hundred and sixty-seven.

JOHN YOUNG.

By His Excellency's Command,
HENRY PARKES.

Entered on record by me in Register of Patents No. 9, page 298, this 15th day of May, 1867,—

HENRY HALLOAN,
Under Secretary,

C.

[*Handed in by Mr. Scholey, 20 March, 1873.*]

C.

21 August, 1871.

RECEIVED from Mr. Stephen Scholey all costs due to us in the case Scholey ats. Eckford, and in full satisfaction and discharge of the above account.
£1,263 7s. 11d.

THOMPSON & PIGOU.

West Maitland, 17 June, 1870.

RECEIVED from Mr. Scholey the sum of Fourteen pounds two shillings and four pence, the full amount of my expenses as a witness in the case of Eckford v. Scholey.
£14 2s. 4d.

JAMES RAMSDEN.

Sydney, June 24, 1870.

Mr. Scholey to George F. Ewen, to account, Picton,—

Forshaw, Griffiths, Lapan, Mrs. Davis, and O'Brien, one week each, at 42s.....	£	s.	d.
	12	12	0
Mr. Avery, 1 week 1 day.....	2	8	0
Mr. Bowden, " 2 days.....	2	14	0
M. Thomas, " 6 ".....	3	18	0
Self and Mr. Wallace, 2 weeks 5 ".....	11	8	0
" " 1 day.....	0	6	0
	33	6	0

Received payment,—GEORGE H. EWEN.

This is the original receipted account marked "A," referred to in the annexed affidavit of Stephen Scholey, sworn at West Maitland this twenty-first day of January, A.D. 1871, before me.—DANIEL CARTER, a Commissioner for Affidavits.

In the Supreme Court of New South Wales.

Between Joseph Eckford, Plaintiff, and Stephen Scholey, defendant.

PLAINTIFF'S COSTS of setting aside Writ of *Ca. sa.*, taxed under order dated 7 July, A.D. 1871.

£	s.	d.		£	s.	d.
			1871.—March 28.—Instructions for application to set writ aside	0	6	8
0	3	4	Attending searching proceedings in the suit, and making extracts, and paid...	0	7	8
0	6	8	Attending Sheriff's office, searching if writ had been lodged and paid	0	7	8
			Drawing Judge's summons and copy	0	5	0
			Attending to get same signed and paid	0	5	10
			Copy to file.....	0	1	0
0	4	4	Attending entering same and paid	0	4	4
			Copy for service.....	0	1	0
			Instructions for affidavit of plaintiff in support of summons.....	0	6	8
			Drawing same and copy	0	8	0
			Attending to get same sworn and paid	0	4	4
0	3	10	Attending filing same and paid	0	3	10
			Copy affidavit for service	0	2	0
			Attending serving summons and affidavit	0	3	4
0	13	4	Briefing same and observations	1	10	0
			Attending Mr. Darley therewith.....	0	6	8
			Paid his fee and Clerk	2	4	6
			March 31.—Attending Judge's chambers, when His Honor Mr. Justice Cheeke, after argument, referred the case to the full Court.....	0	13	4
			2nd Term.—1871.			
0	6	8	Attending Mr. Darley with brief to have cause mentioned and put in Term List	0	6	8
2	4	6	Paid his fee	2	4	6
0	6	8	Attending defendant's attorney, informing them of intended application.....	0	6	8
0	10	0	June 16.—Attending Court when cause was directed to stand in paper for Friday, the 23rd instant.....	0	13	4
			22.—Attending Mr. Darley with brief on motion.....	0	6	8
			Paid his fee.....	2	4	6
			June 23.—Attending Court, cause on paper, but not on	0	6	8
			June 27.—The like	0	6	8
			June 30.—The like	0	6	8
			July 4.—The like	0	6	8
			July 7.—Attending Court, application heard and granted, with costs	0	13	4
			Drawing order and copy	0	5	0
			Attending to get same signed	0	6	8
			Paid.....	0	5	0
0	1	0	Copy to file	0	1	0
			Copy and service on defendant's attorney	0	4	4
			The like on the Sheriff	0	4	4
0	2	0	Drawing bill of costs and copy	0	10	0
			Copy and service	0	6	8
5	2	4	Appointment to tax and paid	0	4	4
			Notice thereof, copy, and service.....	0	4	0
			Attg. taxing and paid	0	11	8
			Attg. filing costs and paid	0	4	4
			Copy order and allocatur for defendant	0	1	0
0	6	8	Attending to demand costs	0	6	8
0	11	0	Affidavit of demand and refusal	0	11	0
0	2	6	Letters, &c., in lieu of Term fee	0	10	0
£6	2	6				
				£21	0	2
			Taxed off ...	6	2	8
			Allowed	£14	17	8

July, 1871.

Received payment,—JAMES HART.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TOLL-BARS AND FERRIES.

(RETURN SHOWING ANNUAL RECEIPTS FROM, &c.)

Ordered by the Legislative Assembly to be printed, 2 April, 1873.

STATEMENT showing the Amounts received annually from each Toll-bar and Ferry on the Northern, Southern, Western, and other Roads, and the distance between each Toll-bar.

Name of Bar.	1872.			Distances between each Bar.	Remarks.
	Amount for Year.				
	£	s.	d.		
NORTHERN ROAD.					
Morpeth	504	0	0	At Morpeth.	
Campbell's Hill	953	0	0	7 miles from Morpeth.	
Black Creek	254	0	0	14 " Campbell's Hill.	
Camberwell	236	0	0	27 " Black Creek.	
Apple-tree Flat	210	0	0	12 " Camberwell.	
Sandy Creek	410	6	6	22 " Apple-tree.	
Scone	421	0	0	13 " Sandy Creek.	
Highland Home	540	18	4	11 " Scone.	
Blandford	804	8	2	11 " Highland Home.	
Willow-tree	1,213	10	0	13 " Blandford.	
Kangaroo Flat	714	0	7	11 " Willow-tree.	
SOUTHERN ROAD.					
Lansdowne	249	13	2	17 " Sydney.	
Narellan	247	0	0	20 " Lansdowne.	
Picton	192	9	5	14 " Narellan.	
Bargo	162	19	3	13 " Picton.	
Hanging Rock	115	15	5	18 " Bargo.	
Wingello	106	10	8	18 " Hanging Rock.	
Towrang	196	16	6	14 " Wingello.	
Collegdor	933	0	0	11 " Towrang.	
Collarin	695	0	0	17 " Collegdor.	
Gap and O'Brien's	475	0	0	26 " Collarin.	
Gundagai	550	0	0	65 " Gap and O'Brien's.	
Albury Bridge	1,310	10	1	119 " Gundagai.	
WESTERN ROAD.					
Annandale	2,041	13	2	At Annandale, near Sydney.	
Pitt Row and Beckett's	704	0	0	13 miles from Annandale.	
Penrith	363	0	0	18 " Pitt Row & Beckett's.	
Mount Victoria	182	0	0	43 " Penrith.	
Bowenfels	123	17	5	12 " Mount Victoria.	
Meadow Flat	723	9	6	13 " Bowenfels.	
Green Swamp	609	1	4	11 " Meadow Flat.	
Kelso	733	16	3	13 " Green Swamp.	
Rocks	405	0	0	14 " Kelso.	
Guyong	580	1	9	11 " Rocks.	
Orange	600	0	0	11 " Guyong.	
Wellington Bridge	116	19	3	40 " Orange	Abolished on 27th September, 1872.
MAITLAND DISTRICT.					
Dunmore Bridge	183	0	0	At Dunmore.	
Belmore Bridge	601	0	0	At Maitland.	
Pitnacree Bridge	186	0	0	At Pitnacree.	

Name of Bar.	1872. Amount for Year.	Distances between each Bar.	Remarks.
	£ s. d.		
GOULBURN TO QUEANBEYAN.			
Fourth mile	562 0 0	4 miles from Goulburn.	
Twenty-second mile.....	269 0 0	18 " 4th mile.	
Manar Fence	18 1 1	On Tarago Road	Abolished 2nd March, 1872.
BATHURST TO COWRA.			
Woodstock	180 5 9	11 miles from Kelso.	
Blayney.....	185 4 6	11 " Woodstock.	
Carcoar	236 13 6	12 " Blayney	To be abolished on 31st March, 1873.
Cowra Bridge	144 6 9	At Cowra	Abolished on 27th September, 1872.
MUDGEES ROAD.			
Dividing Range	1,334 18 1	6 miles from Wallerawang.	
M'Cully's Flat	1,251 0 0	23 " Dividing Range.	
Stony Pinch	1,100 0 0	14 " M'Cully's Flat.	
DUBBO BRIDGE	103 2 2	At Dubbo.....	Abolished on 27th September, 1872.
FERRIES.			
Grafton Punt	1,118 3 7	At Grafton.	
Lismore.....	48 0 0	At Lismore.	
Coraki	0 12 0	At Coraki.	
Bellinger	3 10 0	At Bellinger.	
TOTAL	£ 26,203 14 2		

Roads Department,
1/4/73.

F. WICKHAM,
Chief Clerk.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE OVER LODDON RIVER OR AT KING'S FALLS.
(RESPECTING CONSTRUCTION OF.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 4 July, 1872, That there be laid upon the Table of this House,—

“ Copies of all Applications, Correspondence, Surveys, Reports, Minutes,
“ and other Documents, in possession of the Government, having reference
“ to the construction of a Bridge over the Loddon River, or of a Bridge
“ at King’s Falls, on the Main Line of Road between Sydney and Wollon-
“ gong.”

(Mr. Forster.)

SCHEDULE.

NO.	PAGE.
1. Petition from Residents, South Coast and Illawarra District. Not dated	2
2. Report of Commissioner for Main Roads. 19 June, 1871	2
3. Report of Mr. E. J. Statham. 23 June, 1871	2
4. Further Report of Mr. Statham, enclosing Sections for Bridge at Loddon River. 12 August, 1871.....	3
5. Further Report of Mr. Statham, enclosing Sections for Bridge at King’s Falls. 12 August, 1871	3

BRIDGE OVER LODDON RIVER OR AT KING'S FALLS.

No. 1.

PETITION.

To the Honorable the Minister for Public Works.

SIR,

The Memorial of the undersigned Residents of the South Coast and Illawarra District,—

RESPECTFULLY SHOWETH:—

1. That the South Coast District possesses a rich soil and healthy climate, and that consequently its population is rapidly increasing.

2. That the district already produces a large amount of dairy produce, which finds its way not only into the Sydney market but also to the market of England, an export trade having already sprung up which will soon add materially to the wealth of the Colony.

3. That notwithstanding the richness of the soil and the salubrity of the climate, the South Coast labours under the disadvantage of being hemmed in by a range of mountains that in wet weather are difficult of ascent.

4. That even when the ascent is accomplished, there are two places, known as the Loddon River and the King's Falls, which during wet weather, put a total stop to traffic between Illawarra and the Metropolis.

5. That those two places are of such a nature as frequently to endanger human life, and also to delay the delivery of the mail for many hours.

6. That although the sea-board is open to travellers, yet it invariably happens that during stormy weather the steamers and coasting vessels are unable to perform their usual trips.

7. That consequently, all communication is frequently cut off between the South Coast and the Metropolis, and inland towns, to the great loss to individuals, and also to the trade of the Colony at large.

8. That whilst the South Coast residents are as heavily taxed for Railway construction as the rest of the Colony, they cannot benefit by such Railway accommodation when it is most required.

9. That the inconveniences and losses which are now endured could be removed by the construction of a Bridge at the Loddon River, and also at the King's Falls, the cost of which, as compared with the benefit to be derived, would be very trifling.

Your Memorialists, therefore, humbly pray that such a sum of money may be placed upon the Estimates for the construction of the Bridges as may be required. And your Petitioners, as in duty bound, will ever pray, &c.

C. T. SMITH, J.P.
WILLIAM TURKINGTON.
HENRY GORDON, J.P.
JOSEPH WOOD WILSHIRE, J.P.,
and 389 others.

No. 2.

REPORT OF THE COMMISSIONER AND ENGINEER FOR ROADS.

Commissioner for Roads.—J.B., 13/6/71.

Roads, B.C.—J.R., 15/6/71.

Mr. Wells, for immediate report; he no doubt knows these places.—W.C.B., 16/6/71.

If sections are necessary, Mr. Statham could supply them. Will Mr. Statham make those sections; he can do them as he returns to Sydney, as I presume he will soon be able to leave; he will please acknowledge receipt, and report when I may expect him.—W.C.B., 19/6/71.

Mr. Statham, B.C.—E.J.S., 23/6/71.

No. 3.

ROAD SUPERINTENDENT STATHAM TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Broughton Village,
23 June, 1871.

SIR,

I am in receipt of your B.C. minute on Petition for Bridge over the Loddon River and King's Falls.

The pile-driving here will I expect be completed in eight or ten days. There is more than ordinary attention required in this instance, on account of difficulties in driving, so that it would be highly undesirable for me to be absent for the time necessary for completing the sections in question till after the piles are all in.

The completion of the Bridge will occupy from a month to six weeks from this time.

If, in the meantime, it may be considered necessary for me to take the sections, I will require a level and staff, which had better be sent by mail, and addressed "To be left at Mail Station, Loddon River."

I have, &c.,
E. J. STATHAM.

No. 4.

ROAD SUPERINTENDENT STATHAM TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 12 August, 1871.

SIR,

In accordance with your instructions, I have visited and taken sections* for Bridge at Loddon * Separate Appendix A.
River.

The traffic at present crosses the river by a ford, which is easy of access, and otherwise favourable in dry weather; but the mail is frequently delayed there for two or three days in flood-time, when the attempt to cross is most dangerous.

There is a fall of about four feet at about a chain below the crossing, and a reach of about 300 yards in length extends above the crossing to another fall of four or five feet in height.

No timber comes down in flood-time, as the source of the river is in swamps, distant about three miles from the ford.

The whole formation is sandstone rock, covered near creek by a thin deposit of drift sand.

No advantage as regards the banks is to be gained by adopting a site remote from the crossing-place, above or below; I have accordingly taken the section at a point about half a chain up stream from the ford, so as to come in well with the line of road at present formed, and to have uninterrupted access to the ford, which, in dry weather, will doubtless be taken in preference to going over the Bridge.

Four spans of forty feet will be sufficient to clear the current as far as requisite in flood-time. The difference on Sydney side is evidently dead water in flood, as the ground is covered with small drift.

From proposed abutment on Wollongong side no danger need be apprehended from flood, as a ridge runs from thence up stream in such a way as to protect it from any current, and leave still water.

Timber is abundant at a distance of two miles; on the mountain above Bulli there is excellent black-butt and abundance of turpentine. These are the only two timbers to be had. The trees run very large, and attain the best state of maturity when they are from 18" to 24" diameter, mean diameter. I would therefore recommend that only two piles should be used in a bay, these being 20" at small end, with 18" x 18" capsill.

The piles could be put four feet into rock, with holes increasing in size towards the bottom, and filled in with Portland cement concrete; the thick end of pile being down would be equivalent to lewising.

A bridge of this description, with 14 feet roadway, and similar to that at Mullet Creek, would cost, with approaches, about £500.

I have, &c.,

E. J. STATHAM.

No. 5.

ROAD SUPERINTENDENT STATHAM TO THE COMMISSIONER AND ENGINEER FOR ROADS.

Sydney, 12 August, 1871.

SIR,

I beg to transmit herewith section* taken at King's Falls.

In ordinary weather no difficulty is experienced in crossing at this place, but it is extremely dangerous in flood-time, and frequently causes a stoppage of mail communication. * Separate Appendix B.

For a considerable distance above the crossing, and to the fall, which is situated about 100 yards below it, the creek has a uniform and easy fall of about 3 inches in the chain. The strength of current in main channel is evidently considerable, but a 40-foot span will give sufficient opening there.

Provision has to be made for encroachment of bank on Sydney side, which is breaking away every flood. The whole formation is sandstone rock.

Two central spans of 40 feet, and two end spans of 25 feet, will be sufficient to clear the current as far as necessary in flood-time. Beyond the proposed abutment on Wollongong side, no danger need be apprehended to approaches, this part being embayed by a ridge of rocks. Up stream of it there is no indication of flood disturbance on surface or fallen timber.

The site selected for section is about half a chain below the present crossing-place, so as to leave access to ford during construction of bridge and afterwards.

The timber in the neighbourhood is ironbark, mahogany, and box. Great care will be necessary to guard against the introduction of white gum and spotted gum, which is abundant and of good growth. The timber is mostly on private ground, and proprietors are unwilling to part with it, except at high prices, and the work will in consequence be at a much more expensive rate than for that at the Loddon. I think the piles and capsills will have to come from the Wollongong mountains; they should be specified either ironbark or turpentine.

I would recommend two piles to a bay, and 18 in. x 18 in. caps, as suggested for Loddon River.

The cost of this bridge, with approaches, will be about £490, if done similarly to bridge at Mullet Creek.

I have, &c.,

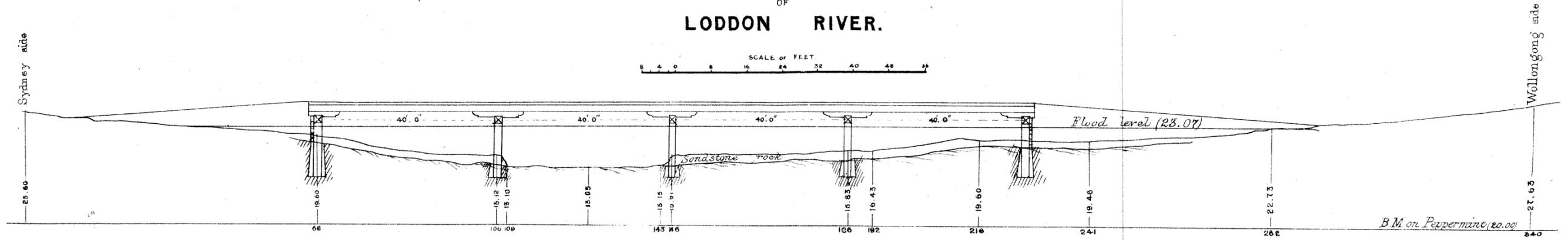
E. J. STATHAM.

[Two plans.]

SEPARATE APPENDIX A.

SECTION
OF
LODDON RIVER.

SCALE OF FEET
0 4 8 16 24 32 40 48 56

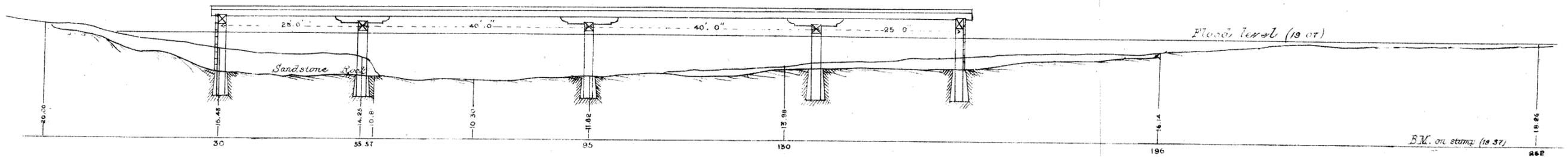


(Sig. 51)

SEPARATE APPENDIX B.

SECTION
AT
KING'S FALLS.

SCALE OF FEET
0 8 16 24 32 40



(Sig. 51)

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RANKIN'S BRIDGE.

(PETITION, RELATIVE TO LOSS OF WAGES—CERTAIN TRADESMEN.)

Ordered by the Legislative Assembly to be printed, 18 December, 1872.

To the Members of the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned Tradesmen and others,—

HUMBLY SHOWETH:—

That your Petitioners were for a period of eight weeks engaged at work on Ranken's Bridge, now in course of construction over the Macquarie, and that the sub-contractor failed to pay them their wages, thereby causing great loss and inconvenience to your Petitioners.

That your Petitioners have applied to the Contractors and also to the Hon. the Minister for Public Works for payment of the wages due, but have failed in either case to elicit a promise of payment. Therefore your Petitioners humbly pray that your Honorable House will cause due inquiry to be made, so that your Petitioners may be relieved from their present loss.

And your Petitioners will ever pray.

[Here follow 9 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BRIDGE OVER THE M'INTYRE RIVER.

(PETITION FOR—INHABITANTS OF INVERELL.)

Ordered by the Legislative Assembly to be printed, 17 January, 1873.

To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned Business-people, Miners, and Residents of Inverell,—

HUMBLY SHOWETH:—

That your Petitioners reside in a district peculiarly favoured by nature, as evidenced in the great fertility of the soil and the large area of land brought under profitable agriculture, in the well-known extensiveness of the wool-growing and stock-raising pursuits, and last but far from least, in the unparalleled richness of the Tin Mines lately discovered and being rapidly developed—which latter promises speedily to attract to the Colony a large proportion of the mining capital of the World; amongst all of which interests Inverell is generally recognized as the central township.

That your Petitioners suffer much loss and inconvenience from delay in the delivery of loading, in consequence of the impassability of the M'Intyre River at Inverell during rainy weather, and from the impossibility also of many of the farming and mining population reaching the town for days together on foot, or with the aid of horse or vehicle, attempts to do so having but recently been attended with alarming consequences; many persons were lately swept from their horses and carried considerable distances down the swollen stream.

That your Petitioners in many instances reside on the left, while the Public School is situated on the right side of the river, and that in consequence of want of means of crossing the stream children are frequently deprived of the power of attendance, the same difficulty being experienced also in the matter of attendance to divine worship, whilst business at the public offices is frequently retarded from a similar cause.

That your Petitioners consider that the erection of a substantial Bridge across the M'Intyre River, at Inverell, would be a very great boon to the whole of this district, and a work justified by the consideration of the great impetus it would give to trade between Inverell and the metropolis.

That your Petitioners have in two marked respects displayed an earnest desire to help themselves; in the first place by constructing a foot-bridge the cost of which was defrayed by private subscription and in the second instance by seeking and securing the erection of Inverell into a Municipal District. That the said Bridge lately succumbed to the strain which was brought to bear upon it, and is now unfit for use, while the Corporation being but lately established, and having its hands full, is at present unable to undertake a work of the magnitude contemplated.

That your Petitioners feel that their district contributes a very large proportion of the revenue which enters the public coffers, and also that their wants as residents of a thriving and rapidly advancing town and district have been hitherto seriously overlooked.

That your Petitioners trust that the fact of their having accepted the task of municipal government will not militate against their prayer for the carrying out of what they consider a purely national work.

That your Petitioners therefore pray that your Honorable House will take the premises into your favourable consideration.

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

[Here follow 119 Signatures.]

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FIELD OF MARS COMMON.

(PETITION AGAINST PROPOSED SALE—CERTAIN LANDHOLDERS AND RESIDENTS.)

Ordered by the Legislative Assembly to be printed, 19 December, 1872.

To the Honorable the Legislative Assembly, in Parliament assembled.

The respectful Petition of the undersigned Landholders and others, residing in the District of Field of Mars and neighbourhood,—

SHOWETH :—

That your Petitioners hold under grants from the Crown, dated in the months of August, one thousand eight hundred and four, and November, one thousand eight hundred and forty-nine respectively, for ever, certain lands as a Common, situated in the District of the Field of Mars and eastern farms.

That your Petitioners having observed by the Parliamentary Reports that the Government contemplate bringing in a Bill enabling them to resume the abovementioned Common and to sell it, the proceeds to go as a set-off towards the erection of a bridge over the Parramatta River and Iron Cove Bay.

That your Petitioners, having a right to the said Common under the said grants, and being largely interested in retaining the same—it being the only outlet for stock, the place from whence they derive their supply of timber for building, firewood, and other purposes,—trust that your Honorable House will not assent to a measure that in any way would tend to deprive your Petitioners of their lawful rights.

Your Petitioners would hail with pleasure the erection of bridges, should your Honorable House in its wisdom consider the population of the districts and the requirements of the place such as to justify so large an expenditure of public money ; but they respectfully object to being deprived of their lawful rights under the vague and false impression that the Common would, if sold, realize sufficient funds to cover the expense of bridges ; and they are not willing to forego the advantages of the one for the visionary anticipation of any benefit that might result from the erection of the other.

Your Petitioners therefore humbly pray that your Honorable House will not assent to any measure depriving them of their right in the Common.

And your Petitioners will ever pray.

Dated this fourteenth day of December, 1872.

[Here follow 71 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

FIELD OF MARS COMMON.

(PETITION AGAINST SALE OF—MR. ISAAC SHEPHERD.)

Ordered by the Legislative Assembly to be printed, 12 February, 1873.

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

The humble Petition of Isaac Shepherd, of Ryde, landowner,—

RESPECTFULLY SHOWETH:—

That your Petitioner resides, and is a landholder in the parish of Hunter's Hill, and that he is entitled to the use of the Field of Mars and Eastern Farms Common.

That your Petitioner having heard with alarm that it is proposed to bring in a Bill into your Honorable House to enable the Government to resume the Field of Mars and Eastern Farms Common, and sell it, your Petitioner would respectfully submit to your Honorable House that the Common is held by grant from the Crown for ever, under trust for the benefit of the settlers, cultivators, and other inhabitants, holding land within the said districts.

That the said Common is a great convenience, and to resume the land would not only deprive your Petitioner of his rights as a Commoner, but be a material injury to a great many persons, for whose use the land was granted.

That your Petitioner has an additional claim on the Common, and would beg to state to your Honorable House that in the month of June, one thousand eight hundred and fifty-two, a law suit was instituted by your Petitioner and others, in the Supreme Court in its Equity Sittings, against the Trustees for their neglect to carry out their trusts as Trustees, and obtained a verdict against the Trustees—the costs of the suit were ordered by the presiding Judge to be paid out of funds, if any, derivable from the Common. Your Petitioner having paid the whole of the plaintiffs' costs, a large sum is now due to your Petitioner, to be paid out of any funds derivable from the Common land, and on that ground raises a further objection to the alienation of the Common. Your Petitioner would further state that he is informed and believes that representations have been made, setting forth that the Common, if sold, would realize a large sum, sufficient to cover the cost of erecting two Bridges—one over the Parramatta River, and one over Iron Cove Bay. Your Petitioner believes that the value set on the Common is a delusion, and has a tendency to mislead your Honorable House; this belief is confirmed by opinions given before a Select Committee of your Honorable House in the year one thousand eight hundred and sixty-one, when the land was valued at not more than two pounds per acre, and also from land in the most favourable sites in the district, and highly improved, sold at twelve pounds per acre.

Your Petitioner therefore humbly prays that your Honorable House will not pass any measure depriving your Petitioner of his rights of Common, and also preventing him from receiving money ordered by the Supreme Court to be paid to him.

And your Petitioner will ever pray, &c.

ISAAC SHEPHERD.

Dated at Ryde, this third day of February, one thousand eight hundred and seventy-three.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FIELD OF MARS COMMON.
(PETITION AGAINST PROPOSED SALE—CERTAIN INHABITANTS.)

Ordered by the Legislative Assembly to be printed, 14 February, 1873.

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

The Petition of the Inhabitants residing in the District of the Field of Mars,—

HUMBLY SHOWETH :—

That your Petitioners are mostly small farm-holders, and are dependent upon the Field of Mars Common for firewood and grazing purposes. That your Petitioners have already good and sufficient roads to Sydney, either by rail, river, or main road.

That the majority of your Petitioners had not sufficient notice of the meeting which was held at the Pennant Hills School-house, therefore had no opportunity of opposing the resolutions adopted thereat.

That the inhabitants of Pennant Hills, Castle Hill, or Dural, would in no way be benefited by a bridge over the river, and the loss of the Common would be a great detriment to them, nor would they be in any way benefited by the sale thereof.

Your Petitioners therefore humbly pray that you will be pleased to take this matter into your favourable consideration, and that you will not allow the sale of the said Common to take place as proposed.

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

Field of Mars, February 3rd, 1873.

[Here follow 116 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FIELD OF MARS COMMON.

(PETITION FOR RESUMPTION—RESIDENTS OF RYDE AND HUNTER'S HILL.)

Ordered by the Legislative Assembly to be printed, 21 January, 1873.

To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned,—

HUMBLY SHOWETH:—

That the greater portion of the Field of Mars Common and surrounding districts, comprising a large tract of country, is now lying waste and unproductive for the want of a more direct and easy communication with the metropolis.

That your Petitioners, many of whom are fruit-growers residing on the north side of the Parramatta River, suffer great inconvenience, loss of time, and expense in consequence of the uncertainty of reaching the Sydney Markets at any specified time, and also from the impracticable working of the punts. Your Petitioners therefore consider that the erection of bridges across the said river and Iron Cove would be of immense benefit both to Sydney and these districts.

That your Petitioners are desirous that the Field of Mars Common should be resumed by the Government, provided that the said bridges are erected across the Parramatta River and Iron Cove.

Your Petitioners therefore pray that your Honorable House will be pleased to sanction the expenditure of the amount placed on the Estimates for the purposes named in this Petition.

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

[*Here follow 105 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FIELD OF MARS COMMON.

(PETITION IN FAVOUR OF RESUMPTION—CERTAIN COMMONERS.)

Ordered by the Legislative Assembly to be printed, 7 February, 1873.

To the Honorable the Members of the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned Commoners of the Field of Mars Common,—

RESPECTFULLY SHOWETH (as follows) :—

That as the Government have placed upon the Estimates the sum of fifty thousand pounds for building bridges over the Parramatta River, on condition of the surrender of the Field of Mars Common, your Petitioners beg leave to state that they consider that the bridging of the river will be of far greater gain to them than any advantages which they can derive from the Common.

That some few of your Petitioners have already signed the petition against the surrender of the Common, which was presented to the Assembly by the Honorable Member for Central Cumberland, at the instance of Mr. Shepherd.

That such of your Petitioners as have so signed the said petition state that they did so under misrepresentations.

That your Petitioners believe that the building of the bridges will bestow the greatest possible boon upon the inhabitants on the north side of the Parramatta River.

That your Petitioners consider that they are entitled to some consideration from the fact that in their isolated position the large sums of public money which have been and are still being expended in Railways and Public Works all over the Colony are of no advantage to them.

Your Petitioners therefore humbly pray that your Honorable House will pass the necessary measures for the resumption of the said Field of Mars Common, and for authorizing and providing means for the erection of the said bridges, &c.

And your Petitioners will ever pray, &c.

Dated this fifth day of February, A.D. 1873.

[Here follow 480 Signatures.]

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(REMOVAL AND REINSTATEMENT OF MR. DEIGAN, LATE STATION-MASTER AT BOWRAL.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated the 23rd July, 1872, to His Excellency the Governor, praying that His Excellency will be pleased to cause to be laid upon the Table of this House,—

“Copies of all Correspondence, and Minutes of the Executive Council, relating to the removal of Mr. Deigan from the position of Station-master at Bowral Railway Station, together with the Salary and Allowance paid to that person when filling that position; likewise any Minutes of the Executive Council or Correspondence relating to the subsequent appointment of Mr. Deigan to the position of Porter and Assistant Guard at the Redfern Station, and the amount of Salary and Allowance now paid to that person for discharging the duties appertaining to that position.”

(Mr. Hoskins.)

SCHEDULE.

NO.	PAGE.
1. Traffic Auditor, enclosing Travelling Audit Clerk's report of Mr. Deigan's cash being deficient. 3 Nov., 1871	2
2. Commissioner's Minute expressing approval of the manner in which Mr. Row (Trav. Audit Clerk) prosecuted the inquiry. 23 Nov., 1871	5
3. Commissioner's Minute, suspending Mr. Deigan. 24 Nov., 1871	5
4. Letter to Mr. Deigan, suspending him. 28 Nov., 1871	5
5. Letter from Mr. Deigan, tendering his resignation. 30 Nov., 1871	5
6. Minute for Executive Council—Mr. Deigan to show cause why he should not be dismissed. 19 Dec., 1871. Minute withdrawn, 27 Dec., 1871	6
7. Letter to Mr. Deigan, accepting his resignation. 10 January, 1872	6

RAILWAYS.

No. 1.

GOVERNMENT RAILWAYS.—MINUTE PAPER.

To Commissioner for Railways.

I enclose a special report, received from the Travelling Audit Clerk, Mr. Row, upon the state of the Bowral Station-master's Accounts, for the information of the Commissioner.—D.V., 23/11/71.

Traffic Audit Office,

Redfern, 22 November, 1871.

Special Report to the Traffic Auditor.

1. I have to bring under the notice of the Traffic Auditor the following facts in connection with Bowral Station.

2. On Tuesday, November 21st (yesterday), I arrived at Bowral (by the up-goods from Marulan) at about 3 o'clock, and proceeded to audit the accounts in the usual way.

On comparing the commencing numbers of the tickets in rack with the closing numbers booked up in Train and Traffic Books, I found that the following tickets were not entered up at all or accounted for in any way :—

Station to	Commencing No.	Closing No.	No. gone.	Description.	Fare.	Amount.
Sydney	293	298	5	1st single.	20/6	£ s. d. 5 2 6
"	546	549	3	2nd single.	15/	2 5 0
"	281	283	2	2nd return.	22/6	2 5 0
Goulburn	11	13	2	1st single.	15/9	1 11 6
						£11 4 0

I then worked out the debit for passengers, and found it, up to the night of the 20th, according to closing numbers in Traffic and Train Book, to be £16 1s. 4d.

This added to the above list of tickets not booked up gives a gross debit on Passenger Account of £27 5s. 4d.

Mr. Deigan had only taken £16 1s. 4d. to debit in his Revenue Book, and paid in only that amount. I questioned him closely as to the unaccounted tickets, but he could give no account of them. He stated positively, however, that they were not issued on the 21st, or since the previous day's work was closed.

3. The balance of his day's cash, independent of the before-named deficiencies, I then found to be as under :—

<p>Dr.</p> <p>To change £ s. d. 3 0 0</p> <p>„ Day's passengers 0 0 9</p> <p style="text-align: right;">£3 0 9</p>	<p>Cr.</p> <p>By cash in till £ s. d. 2 13 5</p> <p>Pcl. debits paid out of till 0 4 0</p> <p>Balance 0 3 4</p> <p style="text-align: right;">£3 0 9</p>
--	---

To balance 3s. 4d.

Thus showing a deficiency of 3s. 4d.

4. After balancing up, I went through the whole of the tickets in the case, counting every ticket, and this inspection revealed the following tickets to be missing.

Station to	Description.	Com. No. in case.	Consecutive Nos. of missing Tickets.	Number missing.	Fare.	Amount.
1. Ashfield	1st single.	04	05 and 06.	2	19/6	£ s. d. 1 19 0
2. Homebush	"	09	Half of No. 10.	$\frac{1}{2}$	19/	0 9 6
3. Parramatta Junction	2nd return.	33	33 half.	1	20/	1 0 0
4. Sutton Forest	2nd single.	183	183 half.	$\frac{1}{2}$	1/6	0 0 9
5. Goulburn	"	119	120.	1	13/6	0 13 6
						£4 2 9

It will be observed that in the first, second and last cases, the missing tickets follow immediately after the commencing number of the tickets in rack, and that all would appear to the Audit Clerk to be correct, if he took the closing number before his eyes to be correct.

It was only possible to detect such proceedings as this by taking the whole of the tickets from rack and counting them one by one, which was in fact the way in which the matter was revealed.

In the 3rd case it will be seen that although I have marked a half only, I have carried out the deficit as a whole ticket. This is because the half which is in the case has evidently been used, it having been dated and the date rubbed out by some process. It is the first half of the ticket for "Bowral to Parramatta." I have therefore dealt with No. 33 as being deficient altogether.

In

In the 2nd and 4th cases it is the *non*-numbered halves of the tickets which are missing, so that their collection could reveal nothing.

5. The total deficiency in coaching department, therefore, may be thus summarized:—

	£	s.	d.
1. Tickets not booked up or accounted for	11	4	0
2. Deficient in current day's cash	0	3	4
3. Other tickets gone from case	4	2	9
	<u>£15</u>	<u>10</u>	<u>1</u>

6. It may be thought, perhaps, that with respect to the non-booked up tickets there could have been no possible means of hiding the deficiency from the Audit Clerk, but I would beg to mention the following facts bearing on this point:—

It is very often my practice to request a Station-master to call over the closing numbers to me from the rack, but in such cases I invariably (although unknown to the Station-master) take care to follow the tickets after him with my eye, and see that he calls them correctly.

In this instance I stationed myself close to Mr. Deigan's elbow, and asked him to call the numbers to me, commencing at Sydney. He called the number as 293, but I at once noticed that the number on the ticket was 298, although on the *slate* it was 293. I then said, "Call from the tickets, please, Mr. Deigan, and not from the slate."

I am almost of opinion he *again* called 293, but cannot state positively. I then requested him to stand aside, and completed the comparison by myself.

I leave these facts to speak for themselves.

Goods Accounts.

7. I then proceeded to balance up Goods Accounts, and by the books found them to stand thus:—

Dr.	£	s.	d.	Cr.	£	s.	d.
To October Balance	13	14	2	By remittance	8	9	9
„ November debts	14	6	9	„ Cash on hand	2	5	4
				„ Goods on hand	0	4	1
				„ Outstandings	*17	1	9
	<u>£28</u>	<u>0</u>	<u>11</u>		<u>£28</u>	<u>0</u>	<u>11</u>

These figures are, I believe, correct, and require no further explanation, with *one* exception, that exception being the amount of £17 1s. 9d. (marked *), represented as being outstanding and unpaid by the public for goods delivered.

8. The particulars of this amount as shown in S. P. A. Book, are as follows:—

	£	s.	d.
Mr. A. Alcorn, Kangaloon... ..	5	8	1
„ Smith	5	5	9
„ Harrison, Bowral	4	8	1
„ Pain,	0	19	4
„ Denny, Bunadoo	0	11	7
„ Livingstone	0	8	11
	<u>£17</u>	<u>1</u>	<u>9</u>

(For the items composing Alcorn's, Smith's, and Harrison's accounts, see attached paper marked A.)

9. I at once resolved in my mind to test some of these accounts, and therefore I questioned Mr. Deigan very closely, and particularly as to the reasons why they were not paid. He said that some of the parties were very difficult of access, living from ten to fifteen miles off, and that they were continually coming in without money, and he had great difficulty in collecting.

I wish it therefore to be thoroughly understood that these amounts were *positively* represented to me *again* and *again*, as being still due to the Commissioner by the respective parties named above.

10. I called on Mr. Harrison the same evening, and inquired if he owed the £4 8s. 1d. for freight, when he at once told me he had paid for everything up to date. I requested to be allowed to examine the railway receipts, which he at once showed me.

I found Mr. Deigan's own receipt for the 9s. 5d. (see attached paper A), and his porter's receipt for the 12s. 10d. and 17s. 2d.

The £2 8s. 8d. I was unable to trace, owing, I imagine, to its being entered differently on ticket. Mr. Harrison positively stated, however, that *everything* had been paid for, and, indeed, Mr. Deigan on the following day admitted the same to me.

11. On the following day I procured a horse and guide, and started for Mr. Alcorn's place at Kangaloon, a distance of fifteen miles, and after a little trouble prevailed on that gentleman to show me his railway receipts. I found that on each of the tickets for the first three items of the account (see attached paper A) was written the word "paid," evidently in Mr. Deigan's handwriting.

On the tickets for the fourth, seventh, and eighth items, the words "*paid, J. Deigan,*" were written. and the other two items I could not trace. Mr. Alcorn stated, however, that everything was paid for to Mr. Deigan up to date. This also Mr. Deigan admitted to be true on the following day.

12. I next called on Mr. Smith, and found that instead of £5 5s. 9d., as represented by Mr. Deigan as being owing, he really owed Mr. D. £6 2s. 5d., which leaves a credit of 16s. 8d. in favour of Mr. Deigan. This was for some old amounts which Mr. D. has paid in for him out of his own pocket, and which Mr. Smith states Mr. Deigan told him some time since he had done.

13. I also called on Mr. Pain, and found that the 19s. 4d. had been duly paid by him to Mr. Deigan, but he (Mr. P.) could not find the receipt.

14. When at Mr. Harrison's, and also at Mr. Alcorn's, however, I noticed that there were other items of a later date to any that I had particulars of, and which must have been *paid* to Mr. Deigan before I balanced. This led me to suspect there were other moneys not taken to account at time of balancing on account of which money had been received. On returning, therefore, to station at 12.30 p.m. from Mr. Alcorn's, I at once turned to the S. P. A. and found other invoices entered since I balanced, and which contained the very items I had noticed on Messrs. Alcorn's and Harrison's receipts. These amounts, as below, with two others, Mr. Deigan at once admitted he had received the day before at the time of my balancing.

Nov. 20.—Harrison	...	...	...	...	...	£2	8	2
” Do.	...	...	...	...	...	0	3	7
” Do.	...	...	...	...	...	0	11	2
” Alcorn	...	...	...	...	...	1	3	8
” Savill	...	...	...	...	...	0	18	4
” Edwards	...	...	...	...	...	0	17	9
						<hr/>		
						£6	2	8

This will of course swell the deficiency, as no such money was shown me yesterday, for some reason or other. It further appeared also, from Mr. D.'s statement, that *during my absence* at Kangaloon, Mr. Pain had paid in the 19s. 4d., and also Livingstone the 8s. 11d.; and accepting this statement as correct, I will leave these items out of the list of deficiencies, dealing only with the actual and authenticated ones.

15. The deficiencies in goods traffic may be thus summarized :—

Mr. Alcorn's account	...	...	...	...	...	£5	8	1
Mr. Harrison's account	...	...	...	...	...	4	8	1
21st.—Goods, cash received and not taken to debit by me	...	...	...	...	...	6	2	8
						<hr/>		
						15	18	10
Less balance in Mr. Deigan's favour (Smith's account)	...	...	...	...	...	0	16	8
						<hr/>		
						£15	2	2

16. The other probable and possible deficits in goods are—

Nov. 14, Pain...	...	...	...	...	...	£0	19	4
” 18, Livingstone...	...	...	...	...	...	0	8	11
” Denny	...	...	...	...	...	0	11	7
						<hr/>		
						£1	19	10

17. With reference to Harrison's receipts signed by Henry Stone the porter, Mr. Deigan says that whatever money Stone may have received, he has received from Stone, and he relieves him of all responsibility.

Grand Summary of Deficits.

18. Deficiency in Coaching	...	...	...	...	...	£15	10	1
Do. Goods	...	...	...	...	...	15	2	2
						<hr/>		
						£30	12	3

and possibly £1 19s. 10d. more. (See par. 16 of this report.)

19. As regards the deficiency in the tickets missing from the case, I think any further comment from me is unnecessary, and I will leave the facts to speak for themselves; but with reference to the good embezzlements, I cannot refrain from drawing the Traffic Auditor's attention to their most flagrant nature.

Amounts are represented to me positively again and again as being due by the Public to the Commissioner, and after riding 30 miles over most wretched roads (and which, of course, it was never thought I should do) to ascertain the fact, I find receipts for such moneys in Station-master's own handwriting, signed by him as having been received already on account of Commissioner.

WILLIAM R. ROW, 21/11/71.

Enclosure A.

Particulars of Accounts represented as outstanding, by Mr. Deigan, 21 November, 1871—

<i>Mr. A. Alcorn—</i>						<i>Mr. Alcorn's receipts show—</i>
Oct. 10—20 bags flour	...	£0	17	9	...	Paid.
” 17—Tea, &c.	...	0	16	7	...	Paid.
” Flour	...	0	9	5	...	Paid.
Nov. 1—Do.	...	0	17	9	...	Paid, J. Deigan.
” 7—Sugar	...	0	12	4	Can't trace.	
” 11—Flour	...	0	17	9	Do.	
” 14—1 case	...	0	7	1	...	Paid, J. Deigan.
” 19—Flour	...	0	9	5	...	Paid, J. Deigan.
		<hr/>				
		£5	8	1		

Mr.

Mr. Smith—

Oct. 21—Salt	12 10	} Mr. Smith admits owing Mr. Deigan an account of £6 2s. 5d., which I saw as rendered. Balance in Mr. Deigan's favour of 16s. 8d.
„ „—Sugar	0 7 8	
„ 24—1 case	0 11 9	
1 bag	0 5 11	
Salt, &c.	1 7 4	
Flour	0 17 9	
Nov. 10— „	0 17 9	
„ 11—Case, &c.	0 4 9	
	<hr/>	
	£5 5 9	

Mr. D. Harrison—

Oct. 23—Flour	0 9 5	...	...	...	<i>Mr. Harrison's receipts show—</i>
Nov. 1—18 bars iron	0 12 10	...	...	...	Paid, J. Deigan.
„ 14—Sugar	2 8 8	Can't trace.	...	...	Paid, Hy. Stone.
„ 18—Plough wings	0 17 2	...	...	...	Paid, Hy. Stone.
	<hr/>				
	£4 8 1				

No. 2.

COMMISSIONER'S MINUTE.

I feel great pleasure in recording upon this paper the high opinion I entertain of the manner in which Mr. Row prosecuted the inquiry which has resulted in the report now submitted by the head officer of the Railway Audit Branch of the Public Service. The fact of Mr. Vernon having such assistance is a great relief to my mind.—J.B., 23/11/71.

No. 3.

COMMISSIONER'S MINUTE.

Bowral Station-master to be immediately suspended, and Minute prepared for Executive Council, calling upon him to show cause why he should not be dismissed from the Public Service. Eagar, now at Liverpool Station as Assistant, to take charge at Bowral.—J.B., 24/11/71.

Received, 23/11/71.

Traffic Manager to see, and return early; Postal Department to be informed, as Mr. Deigan is Postmaster at Bowral.—28/11/71, C.A.G.

Wrote Secretary General Post Office.

Mr. Deigan informed; letter forwarded through Traffic Manager.—28/11/71. Seen.—R.M., 1/12/71. Chief Clerk.

No. 4.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MR. DEIGAN.

Department of Public Works,
Railway Branch,
28 November, 1871.

SIR,

The Traffic Auditor having submitted to me a report affecting very seriously your fidelity as Station-master at Bowral, it is my painful duty to suspend you from office, and to call upon you to show cause why you should not be dismissed the Public Service.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

No. 5.

MR. DEIGAN TO THE COMMISSIONER FOR RAILWAYS.

Bowral Station,
30 November, 1871.

To the Honorable the Commissioner for Railways.

I beg to tender my resignation of the office of Station-master at Bowral.

I am, &c.,
JNO. DEIGAN.

As the deficiency then ascertained was paid in last Monday, and as I hold a further amount to meet any further contingent balance, I beg respectfully to recommend that this resignation be accepted from 30th ultimo.—R. MOODY, 1/12/71.

Cabinet.—J.B., 8/12/71.

Minute for Executive Council to be written in accordance with the written minute.—18/12/71.

Minute for Executive Council.—19/12/71.

No. 6.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 19 December, 1871.

I have the honor to submit, for the consideration of His Excellency the Governor and the Executive Council, that, in consequence of the circumstances set forth in the accompanying papers, Mr. John Deigan, Railway Station-master at Bowral, be called upon to show cause why he should not be dismissed from the Public Service.

JAMES BYRNES.

Withdrawn from the consideration of the Executive Council, and returned to the Honorable the Secretary for Public Works.—ALEX. C. BUDGE, Clerk of the Council.

B.C.—27/12/71.

P. Wks., 28/12/71.

Railways.—B.C., 28/12/71., J.R.

Resignation accepted.—J.B., 5/1/72.

No. 7.

THE UNDER SECRETARY FOR PUBLIC WORKS to MR. JOHN DEIGAN.

Department of Public Works,
Railway Branch,
Sydney, 10 January, 1872.

SIR,

In reference to your letter of the 30th November last, tendering your resignation as Station-master at Bowral, I have the honor to inform you that the same has been accepted.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

Amount of salary and allowance paid to Mr. Deigan as Station-master:—Salary £117,—house allowed,—and about £20 a year for Postmaster.

There is no correspondence relating to the subsequent appointment of Mr. Deigan to the position of porter, &c., at the Redfern Station.

Amount of salary and allowances paid to Mr. Deigan :—Wages, 8s. per diem, and 1s. 6d. per week allowed for uniform.

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(DISMISSAL AND RE-APPOINTMENT OF CERTAIN EMPLOYEES.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 23rd July, 1872, to His Excellency the Governor, praying that His Excellency will be pleased to cause to be laid upon the Table of this House,—

“Copies of all Correspondence relating to the dismissal and re-appointment of Thomas Parkes, William Elyard, George Davis, and Goold, of the Railway Department.”

(Mr. Buchanan, on behalf of Captain Onslow.)

[NOTE.—The correspondence in reference to complaints against the abovenamed Officers is herewith; but none of them were dismissed—Messrs. Parkes and Elyard resigned their appointments; Messrs. Davis and Goold have never vacated their situations.]

RAILWAYS.

Complaint against Thomas Parkes, Mittagong Station.

SCHEDULE.

No.	PAGE.
1. Traffic Auditor, reporting Mr. Parkes's cash deficient. 13 March, 1869	2
2. Commissioner's Minute, suspending him. 19 March, 1869	2
3. Letter to Mr. Parkes, suspending him. 19 March, 1869	2
4. Traffic Manager, stating that accounts are correct and no money deficient. 22 March, 1869	3
5. Traffic Auditor, asserting that there is cash deficient. 25 March, 1869.....	3
6. Letter to Mr. Parkes, calling upon him to show cause why he should not be dismissed. 31 March, 1869	3
7. Mr. Parkes's explanation, and asking permission to resign. 6 April, 1869	3
8. Letter to Mr. Parkes, accepting his resignation. 15 May, 1869	4

[There are no papers respecting Mr. Parkes's re-employment as Porter.]

No. 1.

THE TRAFFIC AUDITOR TO THE COMMISSIONER FOR RAILWAYS.

I BEG to draw the Commissioner's notice to the amount taken credit for by Mittagong in account current for February as "outstanding parcels," viz.,—£12. Audit Clerk, Mr. Richardson, reports the parcels to be all delivered, with exception of one.

This reveals a very loose state of things, which has arisen since present Station-master took charge; previous to this no such credit appeared in the monthly accounts current from Mittagong.

D. VERNON, 13/3/69.

I have this day inspected the coaching-books at the above station. Upon examination I find that the greater portion of the above amount (£12) has been paid to the Station-master, but not accounted for by him. I also find that some tickets have been issued within the last few days, apparently without being accounted for; altogether, cash to the extent of about £15 appears missing.

D. VERNON,
Traffic Auditor, 15/3/69.

No. 2.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

SUSPEND Mr. Parkes, and call upon him to make up his accounts, and pay up all moneys due, and hand over all books, papers, &c., in his custody, to the Traffic Manager.

J.S., 19/3/69.

Mr. Owen; letter herewith.—R.M., 19/3/69. Seen.—ED. OWEN, 22/3/69.

No. 3.

THE COMMISSIONER FOR RAILWAYS TO MR. THOMAS PARKES.

Department of Public Works,
Railway Branch,
19 March, 1869.

SIR,

I have the honor to inform you that in consequence of certain charges having been brought against you, which, although not quite matured, are of a grave nature, I feel it my duty to suspend you from further duty in the Public Service, until further ordered.

I have therefore to request that you will forthwith deliver up to Mr. Ed. Owen, Traffic Manager, all moneys, papers and writings, property, effects, matters and things, in your possession or power, relating to the Commissioner for Railways.

I have, &c.,
JOHN SUTHERLAND,
Commissioner for Railways.

No. 4.

3

No. 4.

THE TRAFFIC MANAGER to THE COMMISSIONER FOR RAILWAYS.

I HAVE the honor to enclose herewith a report from Mr. Watsford, who is Acting Station-master at Mittagong, in place of Mr. Parkes, who is under suspension in accordance with the Commissioner's instructions, and it seems to me that the accounts are perfectly correct, and no moneys deficient.

ED. OWEN, 22/3/69.

TELEGRAM from Acting Station-master, Mittagong, to The Traffic Manager.

20 March, 1869.

MR. PARKES has handed over to me all books and cash belonging to the station.

Acting Station-master, Mittagong, to Traffic Manager.

22 March, 1869.

Sir, Mr. Parkes has handed to me all books, cash, and keys belonging to the station. I have also examined the ticket-rack with Mr. Parkes and find it correct.

J. WATSFORD.

Send to Mr. Vernon to see.—J.S., 23/3/69.

No. 5.

THE TRAFFIC AUDITOR to THE COMMISSIONER FOR RAILWAYS.

I AM quite at a loss to conceive the meaning or intention of the above. "It seems" to the Traffic Manager that the accounts are "perfectly" correct, and that "no moneys are deficient." Was the Traffic Manager unable to satisfy himself upon so important a matter?—and, if so, why does he take it upon himself to give an opinion so totally at variance with my report? If otherwise (and any even subsequent examination worthy the name, must have revealed that the accounts were not correct, and that moneys were deficient), it appears to me that it is a piece of most unaccountable trifling with a very serious matter. For the information of the Commissioner I now beg to state again, that the Mittagong Station-master took credit in his February account current for £12, as unpaid parcels, and furnished at the same time a list of particulars; this list is fictitious—nearly the whole of the parcels had been delivered, and the charges on them received by the parcels' porter. The consignees as well as the parcels' porter himself can testify to this, and the porter's book has been initialled by the Station-master in acknowledgment of the moneys having been handed over to himself.

The Station-master did not dispute but admitted to me that the moneys had been paid to himself but not accounted for.

Passengers' tickets have also been issued without being entered or accounted for at the time.

D. VERNON,
Traffic Auditor, 25/3/69.

Chief Clerk to write fully to Station-master and ask for full explanation, and to show cause why he should not be recommended for dismissal.—J.S., 31/3/69.

Wrote, 1/4/69.—R.M.

No. 6.

THE CHIEF CLERK, RAILWAY DEPARTMENT, to MR. THOMAS PARKES.

31 March, 1869.

SIR,

In reference to a letter dated the 19th instant, forwarded to you, suspending you from duty as Station-master at Mittagong, pending inquiry into certain irregularities in your accounts, &c., I am directed by the Commissioner to inform you the matters in question having been investigated by the Traffic Auditor, that officer reports as follows:—"On examination of your accounts on the 15th instant, he finds the February parcels' account furnished by you is fictitious; that a sum of money (about £15) is unaccounted for in the regular course." I am therefore to request an explanation of the matters reported by the Traffic Auditor, for the information of the Commissioner, and that you will be so good as to show cause why you should not be recommended for dismissal from the Railway Service.

I have, &c.,
R. MOODY,
Chief Clerk.

No. 7.

MR. THOMAS PARKES to THE COMMISSIONER FOR RAILWAYS.

Sydney, 6 April, 1869.

SIR,

In reply to your letter, dated March 31st, requesting me to show cause why I should not be recommended for dismissal from the Railway Service, I beg to state that the sum of money, mentioned as unaccounted for on the 15th, was paid in on that date, and that the tickets mentioned as not being entered in the regular course were correctly entered on that day; and that Mr. Richardson, from the Audit Office, visited Mittagong Station a few days previous to the 15th, and examined the ticket-rack, and found it correct.

I

I acknowledge there were irregularities in the entries of the parcels, which occurred through a pressure of business, and my own ill-health (having been at the time stated under medical treatment upwards of a week), from which cause alone the books were not properly made up; the money spoken of was in my possession the whole of the time, and when Mr. Watsford took charge of the station he examined all the books and moneys and found everything correct.

If this explanation is not considered satisfactory, to account for any books not being so well kept as they ought to have been, I trust, Sir, you will permit me to resign my appointment.

I am, &c.,
THOMAS PARKES.

No. 8.

THE CHIEF CLERK, RAILWAY DEPARTMENT, to MR. THOMAS PARKES.

Department of Public Works,
Railway Branch,
Sydney, 15 May, 1869.

SIR,

I am directed by the Commissioner to inform you that your resignation is accepted, and to request that you will report yourself at the head office, where further instructions await you.

I have, &c.,
R. MOODY,
Chief Clerk.

Complaint against W. G. Elyard, Bowenfells Station.

SCHEDULE.

NO.	PAGE.
1. Traffic Manager, reporting laxity of discipline—Porters fighting, &c. 11 January, 1870.....	4
2. Evidence of do. do. 6 January, 1870	5
3. Commissioner's Minute, suspending Mr. Elyard. 11 January, 1870	5
4. Mr. Elyard, tendering his resignation. 19 January, 1870	6
5. Statement of Balance of Accounts at Bowenfells Station. 21 January, 1870	6
6. Traffic Auditor, reporting £6 4s. 8½d. being due by Mr. Elyard. 3 February, 1870	7
7. Mr. Elyard's resignation accepted. 8 February, 1872	7

[There are no papers respecting Mr. Elyard's re-employment.]

No. 1.

THE TRAFFIC MANAGER to THE COMMISSIONER FOR RAILWAYS.

Bowenfells Station—Laxity of Discipline.

I REGRET to bring under the notice of the Commissioner the misconduct of the Station-master, William Elyard, by falsely misleading the Traffic Manager, when conducting an inquiry into the conduct of the porters at Bowenfells Station, charged with quarrelling and fighting, and generally as to the mismanagement of the men.

I have on two previous occasions been to visit this station in consequence of the absence of proper discipline, and have on each occasion reprimanded, cautioned, and instructed the Station-master. On the second occasion I removed all the men, and I now find the last lot in a far worse state than those I removed.

The Station-master, although well up in the routine duties of his office, is utterly without those necessary qualities to fit him to manage his men. He is at once one with them, and is consequently without power over them. The dirty condition of the men and the station, the absence of moral tone amongst the men, and a want of system and discipline, are all so apparent, as to show the unfitness of Mr. Elyard to hold the position of Station-master where porters are required.

The case I have now to lay before the Commissioner has arisen through the carelessness of the Station-master leaving his station without having first attended to the duties of his office, whereby a quarrel arose between the head-porter and another, which resulted in blows. The scene and the language used have left such an impression on the neighbourhood as to necessitate some steps being taken to remove the Station-master. The men will be all dismissed, and will be replaced to-morrow.

The

The Station-master stated to me that he had sent a porter away to look after lost timber—that he had himself gone home—whereas he (on inquiry it is proved) took the porter a walk, and on hearing of the fight told the porter to say he had been looking for timber lost; and also told another porter to otherwise mislead, by telling other false statements, to hide his carelessness and own absence.

R. MOODY, 11/1/70.

No. 2.

EVIDENCE taken of quarrelling and fighting at Bowenfells Station, 6 January, 1870.

William Elyard, Station-master, states:—I went home from the station about half-past 6 p.m. of the 6th instant; porter Roberts came to me and reported that as he was uncoupling a truck, head-porter Dunn struck him; I returned to the station at once, and there I met Dunn, who told me that Roberts had hit at him, and that he had retaliated; I had sent porter James away to inquire respecting two pieces of timber which had gone astray, so that there was only Dunn and Roberts on the station; M'Intosh was the party I thought had the timber; he lives at Rydal, but I sent James to Bowenfells village; James had come to me at Bowenfells about ten minutes before Roberts arrived.

W. J. ELYARD.

Edwin James, porter, states:—I was sent away about some missing timber; I was to follow up a dray, which had gone on the Western Road; Mr. Faviell's man brought an order for the missing timber about half-past 10 a.m.; the timber was then missing; the carrier I was sent after left here some time after dinner—about 2 o'clock; I was sent after him by the Station-master about 5 o'clock; I went as far as Bowenfells with Mr. Elyard; porter Roberts then came up and called Mr. Elyard on one side, and they had a conversation together; I don't know what it was about; I joined them shortly, and Roberts said he and Dunn were shunting a horse-box and Dunn had struck him; Mr. Elyard said, "Is it not a strange thing that I cannot leave the station for ten minutes without something happening"; we returned a considerable long way, and he then told me it would be better for me to go away after that timber, and come in an hour after him (as Crew, the constable, was sure to be there), and make it appear that I did not know anything about it; I did as I was directed, and did not go to look for the timber as I stated; it was merely done to keep all quiet; I followed Mr. Elyard and Roberts home in about half-an-hour; I did not go to look after the timber, but went for a walk with Mr. Elyard, at his request.

EDWIN JAMES.

James Roberts, temporary porter, states:—On Thursday evening last, about half-past 6 o'clock, the Station-master left the station and gave me charge of it; there was no other person on the station, and there was a great quantity of luggage on the platform; Mr. Elyard and porter James went away together; Station-master told me to put the horse-box and carriage-truck out of the dock on to the luggage-train, and not to let the train go without them; about 7 o'clock the train was to be made up, and hearing the whistle, I went to do as I had been told; I saw Dunn putting another horse-box and D truck on to the train; he afterwards came down to the dock, and using very violent language, asked me why I did not go to the points; I said, "Dunn, you haven't much to do, and I am here in charge of the station, and to help to put out the horse-box and carriage-truck from the dock"; he said, "A thing like you to tell me that"; I said, "Thing or no thing I am doing too much and shall do less, for I will report the first opportunity to the Manager how I am getting on here"; Dunn then struck me several times; I went to constable Crew and requested him to take Dunn in charge for an assault; he said he would see the Station-master, and asked me where he was; I told him I thought he had gone into Bowenfells with his wife and a porter; I had already told Dunn I would do no more, and the constable told me to get the train made up and said, "Don't wash yourself until you have seen the Station-master"; I then assisted in making up the train, and went out to Bowenfells, where I saw the Station-master and porter James at Mr. Elyard's house; I reported the circumstances to Mr. Elyard, and he and James proceeded to return with me; when we had come some distance on the road the Station-master said, "It won't do James for us all to be together; you had better go into the bush for an hour, and then come back to the station, and say you have been after some timber a man took away, as Crew, the constable, will be on the station"; James then went away; the Station-master when nearing the station said to me, "Roberts, I will go on to the other side, so that we shall not be seen passing Woolley's store together"; I was to go on to the line to the distance signal, and then walk down the line to the station; I was not to say I had seen him to anyone.

JAMES ROBERTS.

Thomas Dunn, head-porter at Bowenfells Station, states:—On Thursday last I was down the yard shunting, and seeing Roberts I called him to assist me; he refused to come; after doing all I could down the yard I came to the dock to take out a horse-box and carriage-truck; I found Roberts waiting there; I asked him why he did not come when I called him; he said, "I intended you to do it yourself; you do nothing"; I then said, "You crawler; push away"; he then rushed at and struck me, and I returned his blow; I have got a book of regulations.

T. L. DUNN.

No. 3.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

Mr. Elyard to be suspended, and the Traffic Manager to make necessary arrangements for carrying on the business of the station till the case is disposed of. J.S., B.C., 11/1/70.

Commissioner,—Seen and attended to. Mr. Elyard suspended this day.—R. MOODY, 11/1/70.
Mr. Elyard must be dismissed.—J.S., 20/1/70.

No. 4.

MR. W. G. ELYARD to THE TRAFFIC MANAGER.

Bowenfells, 19 January, 1870.

SIR,

I have the honor to resign my appointment as Station-master at Bowenfells, and shall be glad if you can recommend its acceptance.

I am, &c.,
W. G. ELYARD.

Recommended for the consideration of the Commissioner.—R. MOODY, 19/1/70.

No. 5.

BOWENFELLS STATION—STATEMENT OF BALANCE.

I AM informed by Mr. Norman, the present Station-master, that he took the books from Mr. Ed. Higgs, Managing Inspector, on the 13th instant, but refused to take upon himself any responsibility as to the state of the accounts and accuracy of cash prior to that date. Mr. Norman states that he applied immediately on his arrival to the Traffic Manager, stating the necessity of the books being handed over by the Traffic Auditor before he took charge. An attempt at a balance was made by Messrs. Elyard and Norman, but without any result. I first ascertained the accuracy of last month's balance, Dr. £38 1s. 6½d., and then made the following balance up to date, 21 January, 1870:—

DEBITS.		£	s.	d.	CREDITS.		£	s.	d.		
To Balance from last account		38	1	6½	By Accountant's receipts		490	11	6		
„ Passenger traffic	441	18	11½	„ Cash on hand—Notes.....	£15	0	0				
„ Excess fares	4	0	5	„ Gold	4	10	0				
„ H., C., and dogs	24	2	1	„ Silver	2	1	9				
„ Parcels	41	13	2	„ Copper	0	6	4				
„ Cloak-room*	0	9	0					21	18	1	
„ Cash on hand for purpose of change	5	0	0	„ Parcels on hand				2	13	5	
				„ Three carts on hand from Sydney, at							
				„ £1 4s. 3d.				3	12	9	
				„ One cart on hand from Penrith				0	15	9	
				„ Cobb & Co's tickets—							
				„ 10½, at 23s. 3d., and £12 4 1½				25	4	9½	
				„ 17, at 15s. 4d.	13	0	8				
				„ Paid on, not deducted from Parcels Traffic..				0	7	5	
				„ ½ Homebush ticket, left by Mr. Elyard				0	7	2	
								£	545	10	10½
				„ Deficiency				9	14	3½	
								£	555	5	2
								£	555	5	2

Mr. Norman was not satisfied with result, as a considerable amount of cash in the drawer he stated was his own, which he had been obliged to lend for change. I cautioned him against this in future, and then struck the following balance, which may be taken, I think, as showing the correct amount due by Elyard:—

DEBITS (1st to 12th, both inclusive),—		£	s.	d.	CREDITS.		£	s.	d.		
To Balance from last account		38	1	6½	By Accountant's receipts, 1st to 12th inclusive		277	18	4		
„ Passenger traffic	223	12	3	„ Parcels on hand, as taken from Mr. Elyard							
„ Excess fares	4	0	5	„ by Mr. Norman				2	13	5	
„ H., C., and dogs	14	0	8	„ Two carts on hand from Sydney, at £1 4s. 3d.				2	8	6	
„ Parcels	24	11	1	„ Cobb & Co's tickets, from 9th (last pay-							
„ Cloak-room*	0	5	0	„ ment) to 13th, as per copy account furnished				10	7	3	
„ Cash on hand for purpose of change	5	0	0	„ to Messrs. Cobb & Co., by Mr. Norman ...				4	12	10	
				„ Cash handed over by Mr. Higgs							
				„ Together with ½ Homebush ticket (exclusive				0	7	2	
				„ of month's halves)				0	7	5	
				„ Paid on, not deducted from Parcels Traffic							
								£	298	14	11
				„ Deficiency due by Mr. Elyard				10	16	0½	
								£	309	10	11½
								£	309	10	11½

* I could not make these tickets exactly balance, so was compelled to take Revenue book.

A. RICHARDSON,
Travelling Audit Clerk.

No. 6.

THE TRAFFIC AUDITOR TO THE COMMISSIONER FOR RAILWAYS.

UNDER the circumstances it would be advisable to defer paying Mr. Elyard any moneys that may be due to him, until after the close of the month, and I shall have had this matter further looked into.

D.V., 24/1/70.

Traffic Manager to see this; no steps can be taken until the Traffic Auditor states definitely how the matter stands; there should be no delay in settling what amount is due by Mr. Elyard.—CH. A. G., B.C., 24/1/70.

Seen.—R.M., 25/1/70.

The Traffic Auditor must look into this matter at once. Let no time be lost in reporting how matters actually stand.—J.R., B.C., 27/1/70.

I have investigated this matter myself and ascertained that a balance of £6 4s. 8½d. was due by the Station-master, Mr. Elyard. This amount he has handed in to Mr. Norman, at present in charge. The deficiency I am quite satisfied was the result of carelessness, and not in any way of intentional dishonesty.—D.V., 3/2/70.

No. 7.

THE COMMISSIONER FOR RAILWAYS TO MR. W. G. ELYARD.

Resignation may now be accepted.—J.S., 5/2/70.

Mr. Elyard informed.—8/2/70.

8 February, 1870.

SIR,

I have the honor to accept your resignation of the appointment of Station-master at Bowen-fells, tendered in your letter to the Traffic Manager of the 19th ultimo.

I have, &c.,

JNO. SUTHERLAND,
Commissioner for Railways.

Traffic Manager to see.—CH. A. G., 8/2/70.

Memo. to Chief Clerk,—Be good enough to let me know to what date Mr. Elyard is to be paid.—R.M., per J.R.N., 9/2/70.

To be paid to the date of his resignation.—J.S., 14/2/70.

Traffic Manager.—CH. A. G., 15/2/70. Seen.—R.M., 21/2/70. Accountant.—22/2/70.—CH. A. G. Seen.—A.A., 24/2/70.

Complaints against George Davies—South Creek and Liverpool Stations.

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No. 1.

TRAVELLING Audit Clerk's report on the state of the accounts at South Creek Station—George Davies, Station-master.

Government Railways,
9 May, 1870.

Coaching Department.

Question 1.—What was the amount of cash on hand, and did it correspond with the receipts entered in the daily traffic books?

Answer.—£5 3s. 10½d. This was not exactly right; when credit was given for parcels owing, cash was short, but with two tickets owing cash was over.

Merchandise

Merchandise Department.

When I arrived at this station on the 3rd instant, I found that the books in this department were not in as advanced a state as they should have been, the list of outstanding credit not having been brought forward. On proceeding to do this, and endeavouring to balance the April accounts, I was unable to bring about a satisfactory result, as a large balance of cash showed itself on the face of the books. On turning upon this to test the March balances (since early in which months I had been unable to visit this station), I discovered that the totals shown in the books proved a correct balance. However, on checking the additions of the list of outstandings, brought forward from March, I discovered that they were false, and gave a deficiency from total set down of some £8. On going thoroughly into the figures, I then discovered that a dreadful amount of "fudging" had been going on, the outstanding credit being made up in some instances of amounts which never existed, and in other instances amounts were lost sight of which should have appeared; the latter amounts proved, however, sadly in the minority, as on the books being thoroughly gone into, a deficiency of some £15 appeared, to supply which the Station-master had invented the sums above referred to. The sum of £8 3s. 4d. the Station-master (Mr. Davies) has already made good, and the balance he has promised to pay in this evening. This shows (to say the least of it) a fearfully loose system of book-keeping, and the Station-master (who expresses himself as deeply grieved at the occurrence, and pleads confusion and misunderstanding of his accounts as the cause) should, I think, be given to understand that a repetition of such book-keeping might lead to the most fatal results.

To the Traffic Auditor.

A. RICHARDSON.

I submit this for Commissioner's consideration. I have looked into this Station-master's accounts myself, and it is clear that his cash was short, and for the purpose of deceiving the Audit Branch he made fictitious entries of outstanding credits. The whole of the deficiency has since been remitted.—D.V., 10/5/70.

No. 2.

MR. GEORGE DAVIES TO THE TRAFFIC AUDITOR.

South Creek Station,
9 May, 1870.

SIR,

I write to ask you, for the sake of my wife and child, who is now ill, not to be hard on me this time. I know I deserve whatever would be the result of my conduct, but in God's name, Mr. Vernon, give me one more opportunity, and I will behave strict to my books, and endeavour to gain your good opinion again by my conduct. I ask you to be as light as you can this time to me for my wife and child's sake, also, my own family. Mr. Vernon, do this time be light with, and do not let me be the means of disgracing my parents and breaking the heart of my wife. If you will do what you can for me this time I will, by God's help, be strict with my work, and try and do my utmost again to gain your good wishes.

I am, Sir, your humble servant,

GEO. DAVIES.

My dear Mr. Sutherland,

I forward this to you. If you see fit to retain the writer, I do not think you need fear a second transgression.

Yours very respectfully,

D. VERNON.

No. 3.

DECISION OF THE COMMISSIONER FOR RAILWAYS.

After consulting with Traffic Auditor, I have decided to give Mr. Davies another chance; but such a thing must not again occur, under pain of instant dismissal.—J.S., 15/5/70.

Mr. Vernon duly informed.

No. 3A.

70/3020.—Traffic Auditor's complaint against Station-master Geo. Davies.

Excess-tickets don't correspond with butts.—Sent Traffic Manager, 20/8/70.

These papers have been mislaid.—30/10/72.

No. 4.

MR. J. R. NEALE TO THE ACCOUNTANT, RAILWAY DEPARTMENT.

2 September, 1871.

SIR,

I beg to report, for your information, that when passing through South Creek yesterday I was informed by the Station-master that the men employed in the Traffic Department at that station have not yet received their wages for period ending 15th August, 1871.

I have, &c.,

J. R. NEALE.

Mr. Bryant,—When was the money forwarded?—H.A.H. The Accountant,—On 23rd August, by 5 p.m. train. Guard, Atkins, whose receipt I hold.—J.T.B., 2/9/71.

To the Commissioner,—I have seen the guard's receipt-book, and find the bag was signed for by Mr. Davies, the Station-master. If Mr. Watsford's report be correct some steps should, I think, be taken to ascertain why the men have not been paid.—H.A.H., 2/9/71.

Traffic Manager, for report.—J.R., B.C., 2/9/71.

No. 5.

No. 5.

REPORT OF THE TRAFFIC MANAGER.

ON receipt of paper on 2nd instant I lost no time in communicating by telegram with Mr. Davies, and received from him reply marked A. Three days after, on my return from Goulburn, I received paper marked B, asking leave to come to Sydney, which was granted, as I expected Mr. Davies would see me, and he was so informed by Mr. Higgs on arrival, and again on his departure, but he returned to Liverpool without seeing me. I telegraphed to Junction for explanation, and requested Mr. Davies to return to Sydney, and received reply marked C. When Mr. Davies arrived at Liverpool he sent memo. marked D, and the next evening I received paper marked E.

Enclosures A to E have been mislaid.

Mr. Davies was removed from South Creek to Liverpool, as he states, and it is easily understood that such a mistake as he describes might have occurred. The only difficulty to be reconciled is the correspondence and subsequent action of Mr. Davies.

To Commissioner.

R. MOODY, 9/9/71.

See Commissioner's decision on 71/3343.

No. 6.

(71/3343.)

THE TRAFFIC AUDITOR TO THE TRAFFIC MANAGER.

SOUTH CREEK was visited, in compliance with your request, on Saturday last, by the travelling audit clerk, whose report to me I now enclose for your information.

Mr. Davies has evidently again been guilty of temporary appropriations of railway moneys.

It appears to me also that Mr. Watsford's conduct in consenting to such an evidently irregular settlement of accounts, without immediately reporting the facts of the case, requires explanation.

D.V., 12/9/71.

To the Commissioner,—

After full inquiry into this matter, in conjunction with the Traffic Auditor, I do not see that the case can be put in a more practicable form than to forward the enclosed report of Mr. Row for Commissioner's perusal.

The facts disclosed show a state of things on Mr. Davies's part which calls for the strongest condemnation.

R. MOODY, 12/9/71.

[Enclosure.]

Report of Audit Clerk to the Traffic Auditor.

I HAVE to report some serious matters in connection with Mr. Davies and the accounts at South Creek. The facts, so far as ascertained by me, are as follows:—

On the 25th August I visited South Creek, and handed over the books and accounts to Mr. Watsford, who succeeded Mr. Davies on his removal to Liverpool.

The original balance statement of the goods account, which I left with Mr. Watsford, is attached, and is in fact a summary of the balance handed to the Traffic Auditor with my report on South Creek for 25th August.

From that statement it will be seen that the total debits against the station on goods account amounted to £168 4s. 5d., which, according to invoices and outwards book is correct. As a "contra" to this account I found cashier's receipts for £33 5s. 8d., and an amount of £69 5s. 5d.,* which the books showed as having been remitted on the day of my visit and day previous, the receipts for which had not then been returned from cashier. This was afterwards found to be correct. Saddington's account for a part of July, amounting to £37 6s. 3d., and also for August, £18 17s. 4d., were represented as being unpaid. £2 15s. 1d. was also owing for goods on hand (or delivered that day), and also £6 14s. 8d. for goods already delivered.

23rd, £3 18s. 10d.
24th, £65 6s. 7d.

These four amounts I left with Mr. Watsford to collect, furnishing him with particulars of the items in the last two cases (see balance statement attached).

On going to South Creek on Saturday last, September 9th, and questioning Mr. Watsford as to the getting in of these items, which I left with him to collect, I found that I had been grossly deceived as to the outstandings said to have been owing by the public at the time of my visit. Saddington's amount of £37 6s. 3d. it seems was received by Mr. Watsford as a value letter booked from Sydney on September 6th, and endorsed "Saddington's Account", with no memo. or letter whatever to show from whom it came. I also ascertained that it was forwarded in Bank notes.

Mr. Saddington of course owed no such account, but Mr. Davies made use of his name, under

Mr. Saddington happening to be in the train on my return, I questioned him as to the time of paying his last account. He did not recollect the date, but from what he said I surmised that it was paid some time ago (long before the date it reached Mr. Watsford), and I also found it was paid by cheque.* This tended to confirm my suspicions, and on arriving in Sydney I inquired at the parcel office, and found that the "value" letter had been handed to parcel clerk by Mr. Carlisle. I could not see Mr. Carlisle that night, he being absent from duty, but on Sunday morning I saw Mr. Hawkin (Mr. Carlisle's assistant); and he recollected that Mr. Davies was in the booking-office one day of the week, about the 6th instant, or the date on which the "value" parcel was booked from Sydney.

which he posted a fictitious account sufficient to cover a deficiency which he (Davies) must have known to exist, the amount of which he transmitted himself to Mr. Watsford from Sydney.—D.V.

Of the other account of Saddington's for August (£18 17s. 4d.), I now find that a consignment of bark for Paskin, £5 4s. to pay, was entered in sundry person's book as Saddington at time of my visit, and was entered in ledger to Saddington's account. Mr. Paskin has since paid the £5 4s. to Mr. Watsford, so that at first sight it would seem to be a clerical error merely in entering to Saddington's account instead of to Paskin's, as, from the fact of Mr. Paskin having since paid the amount, it would appear to have been a *bond fide* outstanding. The fact however appears to be that Mr. Paskin had already paid the

*£57 4d. cheque was sent in to cashier on Aug. 24th.—D.V.

the amount to Mr. Davies, and has paid it again to Mr. Watsford, at the solicitation of Mr. Davies, who wrote to him from Liverpool on the subject, presumably I imagine to prevent an exposure. This statement I give as furnished to me by Mr. Watsford. The third amount, £2 15s. 1d., goods on hand is all right, and has been duly collected by Mr. Watsford.

Of the fourth amount, £6 14s. 8d., represented as being owing by [customers for goods delivered, 19s. 4d. only was found to be really due by Mr. Guild, and which has been collected by Mr. Watsford.

The balance, £5 15s. 4d., stated to be owing by M'Laughlin, was found (on trying to collect) to have been already paid to Mr. Davies.

On being informed of this Mr. Davies it appears remitted the amount to Mr. Watsford from Liverpool.

There are two other matters which I noticed, which are evidently a part of Mr. Davies's system of temporary appropriation:—

*Beechman.

The first is the total suppression of an invoice from Liverpool on August 11th (the only one apparently for the month), £1 17s. 7d., to pay.* The invoice is entered in goods delivery-book, and the porter states the amount has been duly paid in to Mr. Davies. No invoice is to be found nor any entry in any of the station books other than the goods delivery-book.

The goods delivery-book also shows goods for Ferley, received from Springwood Platform, and is entered 6s. 11d. to pay, which amount, according to porter, Mr. Davies has received. No invoice can be found from Mount Victoria, and no entry is made in the books of the amount other than the goods delivery-book.

These are the facts I have at present ascertained, and they undoubtedly point to a systematic temporary appropriation of money which has been represented to audit as outstanding.

The amounts are—

Saddington's account	...	...	...	...	...	...	...	£37	6	3
Paskin's	"	...	...	...	...	...	...	5	4	0
M'Laughlin	"	...	...	...	...	...	...	5	15	4
Beechman	"	...	...	...	...	...	...	1	17	7
Ferley	"	...	...	...	...	...	...	0	6	11
								<u>£50 10 1</u>		

From the foregoing it will be seen that Mr. Watsford has since been paid £48 5s. 7d. of this, leaving £2 4s. 6d. still unpaid.

I beg to submit this report to the Traffic Auditor at this earliest possible opportunity.

W. R. ROW, 11/9/71.

Dr. to—

July. Outstandings	...	...	...	...	...	...	...	£111	10	9
Aug. S.P.A.	...	...	...	...	...	...	...	56	13	8
								<u>£168 4 5</u>		

Cr.

By Cash remitted (Receipts)	33	5	8	} Paid in.
Do. (Receipts not seen)	...	...	...	...	...	...	...	69	5	5
Saddington's account, July	37	6	3	} To be collected.
Do. August	...	...	...	...	...	...	...	18	17	4
Goods on hand*	...	...	...	...	...	...	...	2	15	1
Owing for goods delivered †	...	...	...	...	...	...	...	6	14	8
								<u>£168 4 5</u>			

	On hand.	£	s.	d.		Outstanding.	£	s.	d.
*Aug. 27	Misen	...	...	...	0	0	3		
" "	Rood	...	...	...	0	2	0		
" 23	Webb	...	...	...	0	6	5		
" 23	Hurford	...	...	...	0	9	3		
" 24	Lord	...	...	...	1	0	0		
" "	Soames	...	...	...	0	17	2		
					<u>£2 15 1</u>				
					†Aug. 5	Guild	...	...	0 19 4
					" 9	M'Laughlin	...	...	1 1 8
					" 21	Guild	...	...	3 19 8
					(Outwards) "	25 M'Laughlin	...	...	0 14 0
									<u>£6 14 8</u>

No. 7.

THE TRAFFIC AUDITOR TO THE COMMISSIONER FOR RAILWAYS.

HAVING occasion to visit the Liverpool Station on the night of the 11th September, a second-class quarterly season-ticket (to Sydney), No. 001, value £5 16s. 5d., was found to be missing, and not entered in the books as having been issued.

Station-master was requested by memo., dated 12th (see attached), to produce this ticket. His reply will be seen. It is utterly at variance with truth,—the ticket having been issued, and doubtless paid for, according to date stamped thereon, viz., on the 4th September, as per information obtained from ticket collector.

D.V., 20/9/71.

Memorandum

Audit Office, 12 September, 1871.

Memorandum to Liverpool—[Urgent.]

Send me No. 001—2nd quarterly-ticket to Sydney—for inspection, by first train to-morrow morning.
Traffic Auditor, Per W.R.R.

No 2nd quarterly-tickets on hand—the last one issued yesterday, which by the book is 001.

GEORGE DAVIES.

No. 8.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THIS Station-master's conduct has been carefully considered by me, and cannot be excused in any way. Irregularity of this nature is deserving of the highest censure, and although the department has lost nothing in this instance, should anything of the kind occur again I shall feel it to be my duty to suspend Mr. Davies immediately and recommend his dismissal from the Public Service, and for any deficiency Mr. Davies must take his chance.

J.B., 31/10/71.

The Traffic Manager will please communicate this decision to Mr. Davies, and return these papers early.—CHAS. A. G., B.C., 1/11/71.

Chief Clerk,—Mr. Davies has been duly informed and minute read to him.—R.M., 13/11/71.

Traffic Auditor to see.—C.A.G., B.C., 16/11/71.

To Chief Clerk,—Seen.—D.V., 18/11/71.

No. 1.—Complaints against Mr. Goold, Station-master.

MR. GOOLD, insinuating that Mr. Trotter, Superintendent, Permanent Way and Works, had removed articles from stock.

Do. not passing Jolly & Co.'s account for sleepers.

Do. refusing to purchase posts for Liverpool Cattle-pen.

SCHEDULE.

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No. 1.

MR. J. B. GOOLD TO THE COMMISSIONER FOR RAILWAYS.

Rail-tramway—Missing chairs by Permanent Way Inspector.

Railway Stores,
10 August, 1863.

I HAVE the honor to enclose a memorandum, dated the 23rd ultimo, relative to some chairs which were missing having been taken out of stock, and up to the present time no return has been furnished to the Storekeeper for what purpose they were used, though such information ought to have been given before they were taken.

I missed two others within the three following days, and yet no return forthcoming.

On the 29th subsequent I also missed a tram-rail, likewise in stock, which it appears, if I am correctly informed, has been used in repairing the Pitt-street tramway, and no return of this is even furnished.

The Superintendent, as appears by the enclosed, having ordered the chairs to be taken, it is to be presumed the rail was taken and used by his directions likewise; its value is £2 12s. 6d.

If I am correct in assuming that the lessee of the tramway is to find all materials for its repairs at his own expense during his lease, then it will be for the Commissioner to determine whether using the rail in question for other than the Commissioner's purposes is a misappropriation of the public property or not, there being no return furnished to debit the lessee, and if not discovered so soon would have evidently been lost to the Commissioner.

Property to any amount might thus be very easily disposed of if not missed immediately after being taken away.

I would also submit, for the Commissioner's consideration, that the night watchman be examined as to the gate at the tunnel, ordered to be closed up, as per M.P. 63/108, not only as against the public but even the Commissioner's service, and likewise in reference to the removal, as is currently reported, of some timber off these premises some time since.

J. B. GOOLD.

Mr. Goold will be good enough to be more explicit in his charges.—J.R., 18/8/63.

I beg leave to refer the Commissioner to the undermentioned parties, relative to the matters set opposite their names, as being best qualified from personal knowledge, as I am informed, to afford all particulars in reference to same.—J. B. GOOLD, 27/8/63.

Mr. J. Huthnance.—As to the number of tram-rails found in stock near the store, and his seeing one of them being taken therefrom.

Mr. Lewton.—As to the taking of this rail, and where it was used.

Mr. Trotter.—As to the bringing of an old tram-rail on the 15th instant, and having it laid with those in stock near the store, as if in exchange for the one taken (as reported) on the 29th ultimo.

Mr. Higgs.—As to his seeing this old rail being laid with those in stock.

Mr. Trotter.—As to the gate at the tunnel, the road through which having been used by Mr. Woods's drays; and also, as to who supplied a key to Mr. Woods or his men to make use of such gate.

This is not what I asked. Mr. Goold has made certain statements and insinuations of misconduct by some persons at the Sydney terminus, which require explanation. I wish him, as Storekeeper, and having charge of some of the articles referred to by him, to report fully to me all he knows of the subject, to enable me to take proper steps in the matter.—J.R., B.C., 31/8/63.

My own knowledge consists—1st. In seeing Woods's drays coming to the store by the gate at the tunnel when bringing materials to the store. 2nd. In missing the chairs and tram-rails, as already stated. 3rd. In seeing Mr. Trotter superintending his men when bringing an old tram-rail, and laying it with those in stock, on the 15th ultimo—seventeen days after the one herein reported had been removed.—J. B. GOOLD, 5/9/63.

Mr. Whitton will probably ask Mr. Trotter to report.—J.R., 29/9/63.

Forward to Mr. Trotter.—J.W., 1/10/63.

Returned to Engineer-in-Chief with my report.—D.T., 6/10/63.

Forwarded for information of the Commissioner. It appears to me monstrous that the time of Government officers should be wasted by such absurd, and I think, improper, insinuations as those contained in the Storekeeper's very extraordinary memorandum.—J.W., 6/10/63.

No. 2.

MR. D. TROTTER'S EXPLANATION.

Great Southern Railway,
Sydney, 5 October, 1863.

To the Engineer-in-Chief for Railways,—

SIR,

1. I have the honor to report upon a document that has been transmitted to me for this purpose, and which I return herewith.

2. I find it to be a report from the Storekeeper to the Commissioner bearing date the 10th August, 1863, with some additional remarks and explanations, dated respectively the 27th and 31st of the same month—these remarks and explanations having been desired by the Commissioner. In this report the Storekeeper makes statements and insinuations affecting me, and which are manifestly intended to do so.

3. I shall, therefore, now take these statements in their order (the insinuations I shall refer to presently), and trust that the explanations I shall make will be found entirely satisfactory.

4. The first complaint of the Storekeeper is then, that I have taken some chairs without giving him an order for the same. Now this I beg respectfully to deny; I am quite sure that I have never taken any articles from the charge of the Storekeeper without giving him an order for them. With respect to these chairs I must speak from memory, as I have not the papers to which the Storekeeper refers, but as they are in the Commissioner's office and can be referred to, my explanation can be verified.

5. Some time since (probably the 22nd July) I received a memo. from the Storekeeper, asking me for an account of four heel chairs; I returned word upon the back of the memo. that I knew nothing about the heel chairs, but that if he meant junction chairs I believed that he had the order for them. On referring to my order-book I find, under date 24th July, an order for three junction chairs; now the order for four of these chairs was given in two or three days previous to this upon a slip of paper, and upon their being taken, or within a day or two after, they were entered in the order-book, three only being used. I inquired at the time of the Inspector whether he had taken any heel chairs, or caused, or knew of any being taken; he said certainly not; and I am quite sure that they could not have been taken without an order, as they are imported permanent way material, and are not given up by the Storekeeper even without the Engineer-in-Chief's order. I submit that it was the Storekeeper's duty to ask me for some further particulars or explanations with respect to this complaint, when there is but little doubt he would have understood the matter.

I take it, that if the Storekeeper happens to miss chairs or any other article from under his charge, he has no right to make such a complaint as this, without in the first instance satisfying himself that he is justified in so doing.

6. The second complaint is that on the 29th August I took a tramway-rail to repair the Pitt-street Tramway. This is perfectly correct. I did take a rail, and I shall explain why I did so, and why no return was made.

The Pitt-street Tramway was undergoing repairs at this time, men and materials being found by the Commissioner, and the Lessee being charged with the whole expense. In many places, in consequence of the warping, &c., of the longitudinals, the rails had "buckled," and it was necessary to cut them; at one spot in particular, viz., near the Hay-market, there was a rail rather worse than most of the others; it was necessary to cut this. To save time and labour a rail was taken from stock; cut in the blacksmith's shop, and laid down in this place, the rail taken up being returned to stock (but not for some days) in place of the one taken. My instructions to the Inspector were to go to the store, see the Storekeeper, ask him for the rail, and explain that it would be replaced by one equally good. The Storekeeper was not at hand so the rail was taken and the work done; till I heard that the Storekeeper had complained of the rail being taken I knew nothing further of this matter, and I presumed that all was correct. Upon instituting an inquiry, however, as to the reason why the rail, to replace the one taken, had not been returned, I ascertained that it had been forgotten; I immediately procured it and laid it in the yard with the stock, but the Storekeeper afterwards threw it out again. The rail is quite as good as the one taken away, the running for so short a time of the cars over it not having injured it in the least.

7. On account of the rail being quite uninjured and being of the same size as the one taken out of stock, I considered that it was a fair exchange, and that nothing was lost to the Commissioner, and therefore I did not include it in my return of the materials employed in the tramway repairs. Had I thought that the Storekeeper had not been spoken to about this I should certainly have made it my business to mention the circumstance to him. My instructions were given just as the train was leaving the platform, and as I never heard a word about the matter afterwards I naturally enough concluded that the Storekeeper was cognizant of the exchange.

8. The Storekeeper's third complaint, if it can be so called, is to the effect that Mr. Woods used the gate at the tunnel-mouth, which was ordered to be closed. To a certain extent the Storekeeper is right in this matter. Mr. Woods certainly did use the gate, and it was by my sanction he did so.

9. It may be remembered that some months since I reported to you upon the desirability of having this gate closed, it being the Storekeeper's custom to keep it open from 6 a.m. to 6 p.m., thereby inviting a thoroughfare through the station-yard, which was very largely taken advantage of. When the boundary-fences of the yard were repaired and renewed I found that unless this gate was kept shut the public could not be kept out, and it was ordered to be closed with this view, and a new road was at the same time provided for the carriage of stores.

Mr. Woods, who I believe has the contract for carting stores for the Commissioner from ships, &c., to the station-yard, asked me to permit him to come through the tunnel-gate for a few days, as he had some heavy loads to bring into the yard, and it would be a great convenience to him. I consented, upon the understanding that he should lock the gate both upon coming into and going out of the yard, which he undertook to do. I believe, however, that on one or two occasions the gate was left open. I remonstrated with Mr. Woods, and it has been locked ever since. Indeed, as far as I know, it has not been used for probably two months. I conceive that I did no more than I was justified in doing in giving this permission to Mr. Woods, and I submit that the Storekeeper had nothing whatever to do with the matter.

10. The fourth and last complaint of the Storekeeper's is, that some timber, "as is currently reported," has been taken off the premises. I can only say with respect to this matter that I have never heard of this current report, and I imagine that if it had been so talked of I should have heard something of it. I have never missed any of my timber; perhaps it is some under the Storekeeper's charge. It might perhaps be as well to interrogate the night-watchman about this. If any timber has been taken from my stacks with his knowledge, he has been very remiss in his duty in not reporting such an abstraction to me; if it was from the Storekeeper's stacks, he certainly, I should think, would have informed him.

11. If by "timber" the Storekeeper means about half a dozen old fence posts and rails that were taken up when the new Botany-street fence was made, he is correct in stating that some have been taken from the yard, for I gave permission to a workman,—indeed to two, I think,—to take a few rails to mend and support their fences, these said fences abutting upon the Railway fence, and being in one case a portion of the same. This is all the "timber" that I have authorized anyone to take; if more has been taken I know nothing of it. I submit that the night-watchman, if he sees anything taken out of the yard, would only be performing his duty by communicating with all the officials who have charge of material, in order that proper steps towards conviction may be taken at once.

In this case as in the former ones it appears to me that it would have been much more correct for the Storekeeper to ask in the yard whether we were aware that some timber had been taken, and then, provided always that such proved to be the case, we should doubtless have been enabled to discover the thief.

12. I have now gone through, *seriatim*, the Storekeeper's complaints, and it only remains for me to say a few words about his insinuations. On referring to his report I find he says,—

13. "Property to any amount might thus be very easily disposed of (referring to the tram-rail and chairs), if not missed immediately after being taken away."

14. If the Storekeeper in this sentence means to insinuate that I have been cognizant of the taking away of any property of the Commissioner's, I beg permission respectfully to reply thereto that such insinuation is most false and malicious. If he would merely wish to imply that property to any amount could be taken away, I can only state that he is altogether wrong, for I do not think it possible that any material could be taken from the exposed stores in the yard without being immediately missed, as admitted by the Storekeeper; therefore, if property cannot be taken away without being immediately missed, it appears very strange that property to any amount could or would be taken away.

15. This report of the Storekeeper's brings to my mind some notes of his on a report I made to the Commissioner some time since respecting some pipes I was obliged to purchase. The remarks of the Storekeeper upon that paper were most indecorous and insulting; and I beg most respectfully to submit that officials holding responsible situations ought not to be subjected to such.

16. I trust I have been enabled to show that the complaints of the Storekeeper are from first to last frivolous and vexatious, and that in all the matters he complains of I acted only as I had a right to do for the furtherance directly or indirectly of the interests of the Commissioner, and as a responsible officer of the Railway Department.

I have, &c.,
DURANT TROTTER.

Submitted, J.R.—12/10/63.

Mr. Goold, for any remarks he may have to make.—J.R., 10/12/63.

Herewith.—J. B. GOOLD, 21/12/63.

No. 3.

MR. J. B. GOOLD, IN REPLY.

Railway Store,
21 December, 1863.

I REGRET exceedingly that anything in my report should so far irritate the Superintendent as to cause him to adopt the style of language contained in his explanations, which the facts of the case could scarcely justify even if his conclusions were correct.

My report is merely a summary of facts gleaned from others, and from my own personal observation. Every statement therein, with one exception, is admitted to be substantially correct by the Superintendent, and so far justifies me in the course pursued. At the same time there is no charge or complaint alleged against him personally, and if such could be inferred I must, once for all, disclaim the slightest intention of imputing to him any impropriety of conduct whatever.

Such being the case, I considered it my duty, as the officer in charge of the matters referred to, to bring them under the notice of the Commissioner for inquiry, which I was bound to do, and for the sole purpose of pointing out the absolute necessity of implicitly obeying the Commissioner's orders, and in furnishing the necessary supply orders to the Storekeeper before anything was removed from under his charge, so as to prevent any misconception whatever. I have repeatedly advised the Superintendent to caution his men from so doing, as it would ultimately lead to unpleasantness by rendering it impossible for me to keep proper and correct accounts.

The following will clearly show that the Superintendent has obtained his information from sources which cannot be relied on; and hence, having taken up wrong premises, his conclusions, as a consequence, must be erroneous.

Paragraph 5—Missing chairs.—There were eight chairs taken altogether—one being imported, the other seven being Colonial castings, made to pattern. A supply order for three only has been furnished, and there is no doubt on my part but they were used for the Commissioner's purposes.

Paragraphs 6 and 7—Missing tram-rail.—First part of paragraph 6 states the one taken up was bent and buckled and much worse than the others; when it came to stock, as per last part of same paragraph, it turns out to be quite as good as the one taken in exchange (a new one).

In paragraph 7 it was quite uninjured, so that the old bent and buckled rail on being brought into stock was magically converted into a new one; surely this can not be possible, but, as already stated, the Superintendent has been misinformed on this matter.

The rail taken up, I have reason to believe, is still in the Sydney station-yard, near Devonshire-street, and only adapted for scrap-iron. Eighteen months wear and tear must have injured it to make it so bent and buckled. The one brought to stock I should think already belonged to the Commissioner, being one of those taken up in Mr. Thomas's time to make way for a pair of points to be laid down with double-headed rails leading into the carriage-dock, and is neither bent or buckled. Had he been informed of these little facts, to show that there might be a mistake in the exchange, no doubt he would have viewed it in a different spirit, and taken a different line of argument.

Paragraphs 8 and 9—*The gate at the tunnel (63/108).—This, as there stated, might have been built up altogether (with stone or brick work) and as then directed. It is still being used for Mr. Wood's purposes. The Railway Service does not require it. The matters of the approach road in this minute speak for themselves, and sufficiently prove how easily the true facts of a case can be misrepresented for special purposes.

Paragraphs

* See paper marked No. 4 in this Schedule.

Paragraphs 13 and 14—Property missing, &c.—In February last some ridge-capping, under the Superintendent's immediate control, and intended to be put on the new carpenter's shop, then erecting, was stolen, and not since recovered; probably the Commissioner never heard of this before. The Superintendent was perfectly aware of this, for he ordered 24 feet to be procured at Commissioner's expense to replace what was stolen. His memory has failed him in this instance.

* Only a few days ago, on the 10th (63/1976), I found two rails at Campbell's Wharf, which were taken from the rear of the goods-shed. If used in any other part of the City where my duty did not take me, I should never have missed them perhaps until stock-taking—thus proving beyond doubt how easily property might be disposed of without detection and in broad day-light.

With reference to the two last paragraphs, courtesy at least to the late Secretary for Works, who decided in my favour the matter referred to † (63/415), should have suggested to the Superintendent the propriety of adopting a more gentlemanly style of language, better suited to the occasion; at the same time recollecting that the Storekeeper holds his commission as an officer in the Railway Service from the same source as he does himself, and probably of an older date.

In concluding this matter, which I trust will be found satisfactory, I have again to disclaim any intention of imputing improper motives. I have shown how much the Superintendent has been led astray for want of correct information, and I have merely pointed out to the Commissioner what I considered it to be my duty to do,—the necessity that existed and does exist, and which the good of the Service requires, viz., "implicit obedience to the Commissioner's instructions, which should at all times be carried out in their integrity."

J. B. GOOLD.

No. 4.

MR. D. TROTTER TO THE COMMISSIONER FOR RAILWAYS.

Gate at Store, Sydney Station.—Referred to in Mr. Goold's minute of 21st December, 1863.
Great Southern Railway,
Sydney, 28 January, 1863.

SIR,

Will you please forward the Storekeeper and myself written instructions upon the following matter:—

In accordance with your instructions the boundary-fences of this yard are being renewed and repaired, with a view to the exclusion of all trespassers. They are now approaching completion, and as an initiatory step towards preventing the public using the station-yard as a thoroughfare I caused the Cleveland-street gate of the tunnel-mouth to be closed and locked this morning. This gate is used by carts coming into the yard with stores, and on this account has been kept open by the Storekeeper from 6 A.M. to 6 P.M. Through this gate also daily pass hundreds of people; at certain hours the yard is thronged with them, and unless it is kept locked it will be utterly impossible to prevent trespass.

The Storekeeper refuses to allow the gate to be closed, and has removed the padlock and opened it again, thereby very much exceeding his duty, and reducing me to the unpleasant necessity of thus communicating with you.

On my telling him that it was your wish the yard should be closed, he said that he must have written instructions before he would have this gate locked, and I must ask therefore for definite written orders as to what shall be done.

I may add that there are other means of getting into the yard quite as convenient (and nearer the store), in nearly every instance, for carts, as this gate, and that one cart a day is the full extent of the traffic, though it oftentimes is only one in a week.

The only trouble to the Storekeeper, in the event of its being kept shut, would be sending his man, who is always in the store, with the key.

I have, &c.,
DURANT TROTTER.

Mr. Owen, for report.—J.R.

It is very desirable that the public should be prevented, and effectively, from trespassing on the line, and submit that all the gates of approaches to the station-yard be closed. I may, however, remark, that at present there is only one approach road to the store.—ED. OWEN, 31/1/63.

The Storekeeper, for report.—J.R., B.C, 31/1/63.

With reference to the cart road to the store, alluded to in this minute, there are already two allegations—the one stating there is only one road; the other stating there are more.

The Commissioner will, I trust, inspect the premises in question, and he will be then in a position to judge from ocular demonstration which statement is worthy of belief.

I have been Storekeeper now going on for four years, and during that period, and at the present moment, I have seen only one—the one now using by the gate at the tunnel. This is well known to every person connected with the Service.

It has been always the duty of the Storekeeper to cause this gate to be opened daily, to admit the supplies required for the Service, and to be locked in the evening; and it is still his duty to do the same until another approach road is made for the same purpose, which, if in existence, as the Superintendent alleges, the least he might have done would be to point it out, for I can see none.

He might have informed the Commissioner of the facts in reference to the removal of the padlock without leaving it to be inferred that such removal was effected by other than the usual means. He might have pointed out that when ordering a new padlock to be put on he directed the key to be left at the store for the purpose of opening it (though a padlock is already in use for the same object), and, as a matter of course, when drays came with goods, this padlock was unlocked with its own key like all other padlocks, to open the gate and admit the supplies.

He states that "one cart a day is the full extent of the traffic through it, oftentimes only one in a week." To show what credit can be attached to such reckless assertions, I enclose consignors' delivery-notes for the goods received on the day in question, numbering eleven dray-loads, which entered and returned by this gate.

I

* See papers marked No. 5 in the Schedule.

† These papers cannot be traced.

I may state that oftentimes as many as thirty drays have entered in one day (if not, what would have become of the thousands of pounds worth of the English importations, as well as the purchases in the Colony?) and the idea of the storeman being employed in trotting up and down a distance of nearly 220 yards each way to admit and let out drays is truly original, thereby leaving the store in the meantime to take care of itself, and the men who would come in for stores should have to wait, idling the greater portion of their time until the storeman's return.

I do not think the Commissioner would sanction the payment of 8s. per day for such a purpose, even were the facts as stated by the Superintendent.

It will be recollected that by minute, ratified by Executive Council, the store department at the Sydney Station is placed directly under the immediate control of the Commissioner, as a separate and distinct branch of the Service, with the Storekeeper as its head. Any matters, therefore, affecting this department, it is to be presumed, should come from the Commissioner direct, to whom the Storekeeper is alone amenable, by whom his duties are defined, and to whom he is responsible for their due performance. Hence the Superintendent is not the proper party to determine whether the Storekeeper has executed his duty or not; and, even were he such, his laying the complaint would at once render him incompetent to sit in judgment.

The Commissioner will therefore, I trust, receive this extra-judicial opinion of the Superintendent's for what it is worth.

In carrying out the instructions of the Commissioner, I presume it was the duty of the Superintendent to see that the efficiency of this department (to be affected thereby) was not impaired, which would evidently have happened if this gate were to be locked, by keeping out the supplies; and as the department was under a distinct head, common courtesy would have suggested the propriety of consulting the officer in charge thereof. Had this been done, I would at once have advised, "A passage to be made over the creek, intersecting the paddock, with approaches across the temporary sidings running parallel thereto, and thus afford communication with Devonshire-street, by the gate leading to the goods'-shed, and then the gateway at the tunnel might be built up altogether."

This could be easily done in two days at most, and whilst being effected a man might have been placed in charge of the gate.

This proposition I now submit for the Commissioner's approval.

The charge made by the Superintendent, of the "Storekeeper having exceeded his duty," appearing to me to be groundless, and it having been supported by allegations which, to say the least, I have proved to be erroneous, the Commissioner will, I most respectfully submit, bring the matter under the notice of the Honorable the Minister for Works for his consideration, as I am under the impression the rules of the Service do not permit charges of this nature to be made with impunity.

I am now nearly five years in the Railway Service, and during that period my character or competency has never been called in question.

The Commissioner.

J. B. GOOLD, 5/2/63.

Mr. Whitton may be requested to report. The fewer open gates to the station I should think the better.—J.R., 9/2/63.

Whitton, 9/2/63.

Trespassing in the station-yard should be stopped as soon as possible, and I believe the closing of the gate near the tunnel would considerably assist in effecting this object. One entrance would be sufficient in Devonshire-street, and a passable road might readily be made to the stores.—J.W., 12/2/63.

This should be done by all means. Mr. Whitton will perhaps instruct Mr. Trotter. Inform Storekeeper and Acting Traffic Manager.—J.R., 12/2/63.

Mr. Whitton, 12/2/63.

Mr. Owen.—Seen.—ED. OWEN, 24/2/63.

Mr. Trotter.—W.H.Q., 23/2/63.

Received.—D.T., 24/2/63.

Necessary preparations for bringing all stores through Devonshire-street entrance put in hand at once. Will be completed to-day.—D.T., 27/2/63.

No. 5.

MR. J. B. GOOLD TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

Rails being used by Mr. Woods for cartage purposes.

Railway Stores,

10 December, 1863.

I HAVE the honor to report that on visiting the shipping this forenoon at Campbell's Wharf, I observed two small rails using by Mr. Wood's servants as skids in loading up the double-headed rails, now in course of delivery.

I have since ascertained they are two of the contractor's (40lbs.) rails, and were taken off the pile received *ex* "Persia," and now stacked at the rear of the goods-shed.

These rails are entirely at the disposal of the Engineer-in-Chief as per M.P. 63/375, and I must presume the necessary authority has been given for their removal, though omitted to be notified as usual to the officer in charge.

J. B. GOOLD.

I should feel obliged if the Storekeeper, in writing his minutes, would confine himself to a statement of facts, and not "presume" that he is the only officer in the department who can conduct his duties satisfactorily. Mr. Woods has not applied to me to use any rails, nor has any permission been given to any assistant of his to do so. Mr. Woods should be called upon to return these rails at once.—J.W., 11/12/63.

Mr. Goold.—To be returned.—W.H.Q., 11/12/63.

Will the Commissioner please cause the necessary application to be made in this matter, as suggested by the Engineer-in-Chief?—J. B. GOOLD, 11/12/63.

Inform Mr. Woods accordingly.—J.R., 12/12/63.

Wrote.—R.M., 14/12/63.

The Chief Clerk, Railway Department, to Mr. J. Woods.

Department of Public Works,
Railway Branch,
Sydney, 14 December, 1863.

Sir,

I am directed by the Commissioner to inform you that the Storekeeper has reported that you have removed, without authority, from the Redfern Station, two small iron rails, which are now being used by you at Campbell's Wharf as skids in loading up the large rails; and I am to request you will at once return the rails in question to the place from whence they have been so removed.

I have, &c.,
R. MOODY,
Chief Clerk.

To Storekeeper.—R.M., B.C., 14/12/63.

Seen.—J. B. GOOLD, 15/12/63.

Rails returned.—J.B.G., 16/12/63.

Seen.—J.R., 17/12/63.

No. 6.

W. JOLLY & Co. to THE COMMISSIONER FOR RAILWAYS.

Sleepers supplied by Jolly & Co.

Bathurst-street,
6 November, 1863.

Sir,

Sometime back Mr. Trotter purchased from us a quantity of old sleepers; we are informed that he has sent his certificate of receipt to Mr. Goold, who has not as yet forwarded it to your office; will you please inform us when we may expect payment.

We are, &c.,
W. JOLLY & Co.

Storekeeper, for report.—J.R., B.C., 7/11/63.

No certificate has been given to me for transmission to the office.—J. B. GOOLD, 7/11/63.

Mr. Trotter.—B.C., 10/11/63.

The sleepers in question were purchased by me with the authority and consent of the Engineer-in-Chief. They consisted of a number that had been rejected as not being good enough to take at the full contract price, viz., 3/- per sleeper; but as they would come in very handy for sidings, &c., and the contractor offered them at a low price, it was arranged that they should be purchased, and I accordingly took them from Mr. Jolly at 1/9 each, and returned their number and price to the Storekeeper on usual order signed by me. I also gave the Storekeeper a written memo. to the effect that the sleepers were purchased at such a price for a particular purpose, and with the consent of the Engineer-in-Chief. This was all that the Storekeeper could require; but if he wanted more information he could easily have asked me for it, when he could have had any signed paper he wanted, and the Commissioner have been saved the trouble of these most unnecessary explanations.—D.T., 11/11/63. The Storekeeper says that no certificate has been given to him for transmission to the office—What is to prevent him asking for one if really necessary? He sees me every day, and my office adjoins his store.

Mr. Goold, for report.—J.R., B.C., 12/11/63. This want of co-operation among officers is very prejudicial to the Public Service, and I shall submit the matter for the consideration of the Minister.

What Mr. Jolly means by a certificate of receipt I believe to be a certified contingent bill, which, as already stated, was not given me; if it had it would be forwarded at once without the slightest hesitation. Certifying the account is therefore the question at issue.

It will be seen, on referring to minute paper 63/415 (enclosed), that the Storekeeper has no authority to certify for purchases made by Mr. Trotter, unless, as is therein stated, viz., "in cases of emergency." "From his own statement" no such emergency had arisen; the Storekeeper was therefore precluded from having anything to do with such certificate, but merely to post the particulars in the ledger, which has already been done. I cannot therefore see how want of co-operation can be attributed to me, when I have obeyed the orders of the Commissioner to the letter and carried them out in their integrity.

As no such emergency as is contemplated by the minute quoted has been shown to have arisen, it is plain to be seen that the Commissioner's directions, sanctioned by the Honorable the Minister for Works, relative to purchase made by Mr. Trotter, have been completely set aside and treated as so much waste paper, the course pursued appearing to be, another attempt to get rid of the Commissioner's authority altogether, and thereby be independent of any check or control.

I see no authority from the Engineer-in-Chief to purchase these sleepers, and may be permitted to doubt whether such has been given; for it is not to be supposed that he would have advised to be done what was at direct variance with the Minister's decision, of which he is fully cognizant;—his initials are attached thereto.

I shall feel rather pleased than otherwise at the Commissioner's decision, being quite unconscious of having committed any act prejudicial to the Service which should cause me to shrink from inquiry into my conduct since my entering same in July, 1858. Its interest I have ever made it my study to promote.

The Commissioner will also please to submit for consideration the following minutes, viz.:—62/512, 514, 1,223, 62/1,398, 63/130, 174, 63/142, 63/396, 63/353, 1,317, and 63/108, 1,179. The Honorable the Minister for Works will thus be enabled to obtain an insight into the working of the Railway Department from documents which might otherwise have never come under his notice; and I sincerely wish the public interest will be benefited thereby.

J. B. GOOLD, 14/11/63.

Submitted.—J.R., 27/11/63.

In the meantime let the contingent bill be duly certified by Storekeeper, and forwarded to this office at once for payment.—J.R., 2/12/63.

Storekeeper.—B.C., 3/12/63.

Contingent bill herewith.—J.B.G., 3/12/63.

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No. 7.

MR. W. JOLLY to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 18 November, 1863.

SIR,

Would you kindly favour me with the reason why (after calling repeatedly at your office) I cannot get payment for a large number of sleepers, which I believe have been certified for some time back? By doing so at your earliest convenience you will much oblige

Yours, &c.,
WILLIAM JOLLY.

Storekeeper, for immediate report and explanation.—A.T.H., 18/11/63.

Mr. Moody.—G.H., 18/11/63.

Mr. Goold.—B.C., 19/11/63.

These sleepers are included in the annual contracts; the accounts for all such contracts being furnished at the end of every month for the month's supplies, according to clause 8 of the conditions, which states that "payments will be made at least once in every month;" all the contractors are paid in conformity with this. The return of these sleepers was only furnished on the 10th instant, and the month has not yet expired. I have always sent in Mr. Jolly's accounts for liquidation at any time during the month when so requested; in this instance he did not apply to me to do so, and I could not divine his wishes. Had he intimated to me his desire in reference to this account it would be forwarded as heretofore, without the slightest hesitation. It is forwarded herewith.—J. B. GOOLD, 19/11/63.

There is nothing in the conditions to prevent contingent bills being forwarded as soon as the Storekeeper receives notice of the receipt of goods, particularly when the amounts are large; and delays in furnishing the bills, which are very inconvenient and unfair to contractors, must be avoided. Has Mr. Jolly ever asked for payment of this account?—J.R., 20/11/63.

Mr. Goold.—B.C., 20/11/63.

Mr. Jolly made no application to me in this case. He is the only contractor who has ever applied to send in his account until the end of the month, at which time all accounts are furnished. His accounts will in future be sent in at least once a week, to save further trouble.—J. B. GOOLD, 24/11/63.

Inform Mr. Jolly.—J.R., 25/11/63.

Wrote.—R.M., 25/11/63.

No. 8.

THE CHIEF CLERK, RAILWAY DEPARTMENT, to MR. W. JOLLY.

Department of Public Works,
Railway Branch,
Sydney, 25 November, 1863.

SIR,

In reply to your letter of the 18th instant, requesting to know the reason why you cannot get payment for a large number of sleepers delivered, I am directed by the Commissioner to inform you that the Storekeeper states that you made no application to him in this case, otherwise the account would have been furnished as heretofore for liquidation.

I have, &c.,
R. MOODY,
Chief Clerk.

No. 9.

MR. W. JOLLY to THE COMMISSIONER FOR RAILWAYS.

Timber Wharf, Bathurst-street,
Sydney, 27 November, 1863.

SIR,

In reply to your letter of the 25th instant, stating that no application had been made by me to the Storekeeper for payment for sleepers, I have the honor to inform you that a short time prior to my letter of the 18th instant, I asked Mr. Goold if he had any returns for me; his reply was, that he had, and that I should get them in the usual course.

I have, &c.,
WILLIAM JOLLY.

M.P., 63/1819.

Submitted.—J.R., 3/12/63.

Mr. Goold, in the first instance, for report.—J.R., 10/12/63.

This matter has been already fully reported on in the enclosed minute-papers, 63/1735 and 1819, and Mr. Jolly has been paid all these accounts, and before the date of Commissioner's minute 10/12/63.—J. B. GOOLD, 12/12/63.

No. 10.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

The object of the Commissioner was to ascertain whether Mr. Jolly's statement that he had applied to the Storekeeper for payment of his account was correct. The Storekeeper has evaded the question. I insist at once upon having from the Storekeeper a distinct, definite, and unequivocal answer to this question.

A.T.H., 15/12/63.

Mr. Goold.—J.R., B.C., 16/12/63.

No. 11.

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No. 11.

MR. J. B. GOOLD, IN REPLY.

MR. JOLLY'S statement of the conversation is perfectly correct. The question in its present shape did not, nor does it still appear to me, to be an application for payment of his account. I took it merely as a simple question asking me whether I had received "a return of the number from Mr. Trotter, who received these sleepers at South Creek,"—and my reply was to that effect. If Mr. Jolly meant it to be an application for payment, he might have intimated it in more explicit terms. As it reads at present I submit with very great respect that it cannot be construed into such, it appearing to me to be neither the usual or mercantile mode of asking for payment of an account. The usual course meant "furnishing the accounts for all contractors to the Accountant for liquidation once a month, at the end thereof."

J. B. GOOLD, 16/12/63.

Submitted.—J.R., 17/12/63.

No. 12.

MR. D. TROTTER to THE COMMISSIONER FOR RAILWAYS.

Posts—"Squared Timber."—Great Southern Railway.—Cattle-pen for Liverpool.

[Urgent.]

THE accompanying paper, with sketches of posts, is a portion of the order given to the Storekeeper this morning for the cattle-pen about to be put up at Liverpool.

As there is a contract for squared timber only the Storekeeper refuses to order these posts as they have butt or unsquared ends.

The contractor for timber will, however, supply them as squared posts, and consequently if you will, at your early convenience, give the Storekeeper authority to order them as per sketch, there will be no difficulty at all in the matter.

The advantage of butt-ends to posts for the purpose for which these are ordered is manifest.

DURANT TROTTER, 27/11/63.

The Storekeeper to give the necessary order.—J.R., B.C., 28/11/63.

No. 13.

MR. J. B. GOOLD, IN REPLY.

I HAVE ordered these posts as directed, but am at a loss to understand why the Commissioner should be troubled with this matter, Mr. Trotter having ample authority to procure everything he requires, whether contract or not (which he is doing almost every day), and more especially when this is marked by him as urgent.

The course now pursued by him has so far delayed the progress of the work.

Perhaps he wishes it to be seen how easily he gets the Commissioner to make and unmake minutes as suits his (Mr. T's.) convenience.

J. B. GOOLD, 3/12/63.

In what state are the cattle-yards and approaches at Liverpool, ordered by me to be put up some time ago?—J.R.

Mr. Whitton.—B.C., 4/12/63.

Mr. Trotter.—J.W., 4/12/63.

The material for the Liverpool cattle-pen was ordered immediately upon receipt of instructions to put up same. All of it, except the posts, is supplied, and these have been delayed because the Storekeeper refused to purchase posts with "round" ends, there being no contract for them. The order had therefore to receive Commissioner's sanction. I believe they are now ordered from contractor, and as soon as they are supplied the pen will be put up with all speed.—D.T., 5/12/63.

No. 14.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

MR. Goold for explanation of the concluding paragraph of his minute of 3/12/63. Unless that explanation be satisfactory I shall feel it my duty to recommend his suspension for insubordination.

J.R., B.C., 10/12/63.

No. 15.

MR. J. B. GOOLD, IN REPLY.

THE paragraph alluded to by the Commissioner is merely a surmise on my part, and nothing more.

If however any particular meaning can be attached to it, Mr. Trotter, I am inclined to think, is the proper party to explain; and therefore I most respectfully submit that he be requested to state why—

"He asked the Commissioner to direct the Storekeeper to order these posts, thus causing seven days delay, when he had at the same time full power and authority of himself to order them at once." Surely

Surely the good of the Service in this case required prompt action, and not unnecessary delay. So far as the threat of suspension is concerned, I am in duty bound to submit to whatever course the Commissioner may think fit to pursue, leaving its ultimate issue to be determined by another tribunal—the Executive Council. I must however add, that I neither have or had the slightest idea of intending to convey any impression that could be considered in the most remote degree personal or disrespectful to the Commissioner.

J. B. GOOLD, 14/12/63.

Submitted.—J.R., 15/12/63. Cabinet.—A.T.H., 23/12/63.

No. 16.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

(63/2028.)

24 December, 1863.

MR. GOOLD'S minutes, and his style of communication are most offensive. I have several of them before me, and they are all penned in the same improper manner. His minute, 3/12/63, is particularly obnoxious, and shows a determined spirit of insubordination, and a desire on his part to subvert order and good conduct in the department. I am determined not to tolerate such scandalous conduct, and I shall recommend that Mr. Goold be dismissed from the Service, unless he can show good reason to the contrary.

A.T.H.

Mr. Goold.—J.R., B.C., 24/12/63.

No. 17.

MR. J. B. GOOLD'S APOLOGY.

I REGRET exceedingly having written the paragraph alluded to by the Honorable the Secretary for Works, and any other minutes that could in any wise be considered offensive, disrespectful, or derogatory to the Commissioner, or in any way subversive of the good order and discipline of the Service. I therefore most respectfully beg leave to apologize for and withdraw any and every minute of my correspondence that can be viewed in any manner than as decorous, respectful, and obedient to the Commissioner, and beneficial to the public interests. I am now five years and five months in the Railway Service; its interests I have always and at all times endeavoured to promote by every means in my power, and to the best of my ability, and I trust the Commissioner will deal leniently for any transgressions I have committed in my zeal for its welfare.

I have again to express my sincere regret, and hope that this my apology will be accepted by the Commissioner, and deemed satisfactory.

J. B. GOOLD, 31/12/63.

The Storekeeper to The Commissioner for Railways.

Railway Stores,
31 December, 1863.

MAY I request the Commissioner will be pleased to do me the favour of permitting me to supplement my minute of this evening in M. P. 63/2028, with the following, which has been inadvertently omitted, viz.: "To express also my regret for having used any language, either verbally or written, considered to be offensive or disrespectful to any officer in the Railway Service, or in the slightest degree tending to subvert the order and discipline of the department. I therefore beg most respectfully to apologize for, and withdraw any and every such expression as could be construed in any manner than as conducive to the good harmony and cordial co-operation among all officers in the Service, and tending to promote its best interests."

J. B. GOOLD.

Submitted.—J.R., 4/1/64.

No. 18.

THE COMMISSIONER FOR RAILWAYS, ACCEPTING MR. GOOLD'S APOLOGY.

As far as I am personally concerned, I am satisfied with the apology of the Storekeeper; but he ought to be warned of the consequences that must result from want of co-operation with other officers of the department, and throwing unnecessary difficulties in the way of contractors and others. I have received many complaints of his tyrannical method of dealing with them, and have repeatedly spoken to him on the subject, but he appears to have an infirmity of temper which must be checked or cured before he can carry out his duties without giving unnecessary offence to those who come in contact with him in his official capacity.

J.R., 8/1/64.

Let Mr. Goold be warned accordingly.—A.T.H., 8/1/64.

Mr. Goold.—B.C., 9/1/64.

Seen.—J. B. GOOLD, 9/1/64.

No. 2.—Complaints of offensive and insubordinate conduct of Mr. Goold, Storekeeper.

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No. 1.

THE ACCOUNTANT TO THE STORES CLERK.

Mem. [Urgent.]

Great S. & W. Railway,
8 March, 1864.

Mr. Ewen will please report why the "Issue of Stores" for February, has not yet been furnished? The delay necessitates the books of this office being kept open.

R.C.W., 8/3/64.

To the Accountant,—The time at my disposal has not been sufficient to allow of the return in question being furnished to your office. I am now devoting the whole of my time, to the neglect of my ordinary work, in its preparation. The return will be furnished in a few days.

R. RUPERT EWEN, 8/3/64.

The Commissioner,—Unless these returns are furnished regularly at the end of the month it throws all the books behind hand, and delays the returns that have to be furnished to the Auditor General, and prevents my being able to state the balance of each vote at the end of the month.—R.C.W., 8/3/64.

The Storekeeper, for report.—J.R., B.C., 8/3/64.

The time originally allowed to compile these returns is up to the middle of the month. Mr. Ewen states he will send it in a few days, so that he will be able to furnish it within the time specified.—J. B. GOULD, 8/3/64.

Accountant.—J.R., 10/3/64.

The Commissioner,—The object in allowing a clerk to the Storekeeper was, I understood, to facilitate the returns being supplied to this office by the 2nd or 3rd of the month, in order that the books in this office might be completed more speedily, as it is quite out of my power to prepare the monthly summary sheets, which have to be furnished to the Auditor General, until the books of this office are closed at the end of each month; and, as he is constantly pressing for these returns to be furnished earlier than they have hitherto been sent to him, I considered it necessary to call the Commissioner's attention to the cause of the delay. As regards Mr. Goold's remark about the time "originally allowed to compile these returns," no time was allowed; but the returns could never be obtained before the middle of the month, which was my reason for recommending assistance being given to the Storekeeper on the Minister's minute to me respecting the appointment of a clerk.—R.C.W., 12/3/64.

The Storekeeper.—J.R., 18/3/64.

No. 2.

MR. J. B. GOOLD, IN REPLY.

THE enclosed tabulated abstract of the dates when the store returns were furnished to the Accountant for the past four years will show that little credit can be attached to his statement of "the returns could never be obtained before the middle of the month." It will be seen by the analysis that for forty-one months out of forty-eight they were sent in by the 8th of the month, and that not even one was so late as the middle of the month. Mr. Ewen is entirely under the control of the Accountant, and the Accountant, in the first instance, might have fixed, for his guidance, the precise time when the returns should be furnished. This I now submit to be done. I have no desire to exercise the slightest authority over Mr. Ewen, which might be the means of compelling him to work night as well as day—as I have been obliged to do—in making out these returns for the last four years and a half.

J. B. GOOLD, 23/3/64.

No. 3.

TABULATED STATEMENT.

TABULATED Statement, showing the dates when the monthly returns of store issues were furnished to the Accountant for the four years ending the 31st December, 1863.

Return for—	1860. When furnished.	1861. When furnished.	1862. When furnished.	1863. When furnished.
January	6 February	11 February	6 February	7 February.
February	5 March	9 March	6 March	7 March.
March	5 April	5 April	5 April	9 April.
April	5 May	7 May	7 May	7 May.
May	7 June.....	7 June.....	6 June.....	6 June.
June	7 July.....	11 July.....	4 July.....	8 July.
July	6 August	8 August.....	5 August.....	8 August.
August	10 September	12 September	5 September	7 September.
September	6 October	7 October	6 October	7 October.
October	8 November	8 November	6 November	7 November.
November	6 December	7 December	6 December	8 December.
December	5 January,—1861 ...	3 January,—1862 ...	6 January,—1863 ...	13 January,—1864.

ANALYSIS.

The Return was furnished for	1 month on the 3rd of months following :—
”	1 ” 4 ”
”	8 ” 5 ”
”	12 ” 6 ”
”	13 ” 7 ”
”	6 ” 8 ”
”	2 ” 9 ”
”	1 ” 10 ”
”	2 ” 11 ”
”	1 ” 12 ”
”	1 ” 13 ”

48 months.

Accountant.—24/3/64.

J. B. GOOLD, 23/3/64.

No. 4.

MEMO. ON MR. J. B. GOOLD'S REPLY.—23/3/64.

THERE was no occasion for Mr. Goold's insulting remarks, or his elaborate analysis of dates, for no blame was imputed to him. I merely asked for information when it was urgently required, and used the words "Middle of the month" approximately. The earliest of Mr. Goold's dates in 1863 is the 6th, going on to the 7th, 8th, 9th, and 13th; and in January and February of this year on the 10th and 14th of the month; and my minute did not in any way refer to 1860 and following years; but the returns are seldom received in this office on the same day the Storekeeper dates them, as there is generally some delay in transmission.

I understand that the Storekeeper and Mr. Ewen are both under the direction of the Accountant as far as the accounts are concerned; but it is, I presume, Mr. Goold's duty to see that Mr. Ewen performs his work properly, and also to instruct and direct him how to act, as I could not do my work if I had to visit the store daily to see that the work was being carried on correctly; and Mr. Goold knows as well as I do the necessity for these returns being furnished as early as possible. No time was fixed for transmission, and he was not pressed for the returns when he had no assistance, as I knew he had to work at night in order to get them out, and I was satisfied that he always gave them to me as soon as he could do so.

Mr. Goold states, "he has no desire to exercise the slightest authority over Mr. Ewen." I think the Commissioner will see the necessity for the clerk in the store acting under the direction and guidance of the Storekeeper; and also that the Storekeeper should certify to the correctness of the returns to this effect,—

"I

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"I certify that the foregoing statement is a true and correct return of the issues from the Southern Store during the month of 186 .

(Signed) Storekeeper."

This certificate should also be attached to the Northern Store Issues by the Storekeeper; they now are merely signed at the foot of the document.

I therefore leave it for his decision.

R.C.W., 31/3/64.

Submitted.—5/4/64.

In the meantime instruct the Storekeeper to certify to the returns, as I presumed they were in the habit of doing. The form suggested by the Accountant will be sufficient.—J.R., 12/5/64.

The Storekeeper.—B.C., 13/5/64.

No. 5.

MR. J. B. GOOLD, IN REPLY.

Seen. The Commissioner's instructions will be carried out.—J. B. GOOLD, 14/5/64.

THE enclosed memo. marked A, received during Saturday afternoon, shows the result of a divided control over Mr. Ewen, who comes here and goes as he wishes; and it appears that a third party, Mr. Vernon, is authorized to prevent his coming. It was only on the 3rd instant he finished closing the ledger accounts for March; they are still to be closed, and the balances brought forward for last month; and up to the present time (1 p.m.), he has not entered up any of the issues for the present month; he has not been here since Thursday last.

J. B. GOOLD, 16/5/64.

Mr. Walker, with reference to Mr. Ewen's alleged absence—Has not some arrangement been made with reference to the division of his duties—giving so much of his time to the audit branch and so much to the store?—J.R., B.C., 17/5/64.

Messrs. Vernon and Ewen,—I instructed Mr. Ewen that he was to work up the store books in addition to his ordinary work, in accordance with the Minister's direction, and left it for Mr. Vernon and himself to arrange as to the most convenient way of dividing his time between the two duties. Mr. Vernon and Mr. Ewen will explain how the work has been carried on, and whether Mr. Ewen has neglected his duty as implied by Mr. Goold's minute of 16/5/64.—R.C.W., 18/5/64.

The Commissioner,—See explanations herewith. I do not see how Mr. Ewen could without neglecting the audit work altogether devote more of his time to the store than he has done; but if Mr. Goold had assisted him as Mr. Ewen points out, the store books would be kept much closer up, and the furnishing of the returns to this office greatly facilitated.—R.C.W., 18/5/64.

No. 6.

MESSRS. EWEN AND VERNON'S EXPLANATIONS.

Great S. & W. Railway.

Memo.—Audit to Accountant.—18/5/64.

Mr. Goold by stating in his memo., dated the 16th instant, that I go to and from the store as I wish, implies that but a very small portion of my time has been devoted to the store accounts; so far from this being the case, it has been my practice to attend at the store during the first ten or eleven days of each month from 9 a.m. till 5.30 p.m., and during the remainder of the month, with the exception of two or three days which I devote to work in the Audit Office. I have constantly gone to the store about 2 p.m. and left 4 p.m., and often later, and this will account for my reported absence from Thursday last till Monday, 1 p.m.

On the latter day and yesterday I went there at 2 p.m. and stayed till 4.30, entering up the issues for the previous twelve or fourteen days, which might more appropriately and readily have been entered by the Storekeeper himself. This would have enabled me to commence at once the balancing of the ledger for April, which Mr. Goold says has not yet been done, but which has been begun now; it really could not have been done before. As to the non-entry of the daily issues, I may say that I was not furnished with the order for stores before the 10th or 11th, though the Storekeeper represents it as a neglect from the 1st instant. But even had they been furnished earlier, their non-entry is caused by the exclusive attention which is given up to the 10th or 11th to furnish the monthly return to Accountant.

R. RUPERT EWEN, 18/5/64.

The Accountant will see that my remarks upon the Storekeeper's order for Mr. Ewen's daily morning attendance, afford no foundation for the offensive reference to a third party as being invested with authority to prevent his attendance. I have done all in my power to facilitate Mr. Ewen's absence from this office in order for his attendance at the store. The remainder of Mr. Goold's minute is calculated to mislead and give a wrong view of Mr. Ewen's performance of his duties, as may be seen from Mr. Ewen's report herewith, from which also the Accountant will learn the information he requires.

I would respectfully observe that under present arrangements I am somewhat hampered in the performance of certain duties to which I cannot devote that attention I could wish, but the best shall be done to carry out instructions received.

D. VERNON, 18/5/64.

-Submitted.

(A.)

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(A.)

Memorandum to Mr. Ewen, referred to in Mr. Goold's minute of the 16th of May.

Government Railways,
Store Branch, 14 May, 1864.

Sir,
You will please in future to attend this office every morning at the usual hour for commencing office duties, to do up the store books.

Yours, &c.,
J. B. GOOLD.

Mr. Vernon, for instructions.—R.R.E., 14/5/64.

The Storekeeper,—As Mr. Ewen receives orders from the Accountant only, and has been directed to act under the guidance of Mr. Vernon, and to undertake the store books in addition to the duties entrusted to him in this office, Mr. Vernon would be glad to know by what authority the Storekeeper issues his orders to this office? The store books hitherto have been and will be properly attended to in accordance with instructions referred to above.—D. VERNON, 14/5/64.

No. 7.

THE SECRETARY FOR PUBLIC WORKS, SUSPENDING MR. J. B. GOOLD.

SUBMITTED.—It appears hopeless to have the Storekeeper's department carried out properly while the present Storekeeper retains the office, and I recommend a change of appointments for the benefit of the Service.

J.R., 19/5/64.

Suspend Mr. Goold, and provide for the present a substitute for his duties.—A.T.H., 20/5/64.

Inform and ask Mr. Bulford to perform the duties temporarily till the Minister's decision is known.—J.R., 21/5/64.

Seen.—J. B. GOOLD, 1.20 p.m., 21/5/64.

Seen.—E. O. BULFORD, 21/5/64.

No. 8.

MR. J. B. GOOLD to THE UNDER SECRETARY FOR PUBLIC WORKS.

Regent-street, Newtown,
21 May, 1864.

SIR,

I have the honor to acknowledge the receipt of minute paper, 64/543, and enclosures, notifying my suspension from the office of Storekeeper to the Railway Department by the Honorable the Secretary for Public Works, and in reference thereto most respectfully beg leave to request you will be pleased to inform me on what grounds I have been suspended, and what are the exact charges preferred against me, in order that I may have the opportunity of rebutting them when I shall be called upon to do so.

I have, &c.,
JOHN B. GOOLD.

Submitted.—J.R., 23/5/64.

No. 9.

MR. J. B. GOOLD to THE SECRETARY FOR PUBLIC WORKS.

Regent-street, Newtown,
27 May, 1864.

SIR,

I do myself the honor of enclosing a copy of a letter, addressed to the Under Secretary for Works, relative to my suspension from the office of Storekeeper to the Railway Department, and to which as yet I have not been favoured with a reply.

Presuming that the matter will be at once brought before the Cabinet, may I hope your kind and favourable consideration thereof, with the view of my request being granted, feeling confident that on due inquiry I shall be honourably acquitted of any charges which may be preferred against me.

I may be permitted to add, I entered the Railway Service in July, 1858, having now been Storekeeper since July, 1859, a position of very great trust and responsibility, and in the discharge of my duties I have ever made it my earnest and constant study to protect and promote the public interests to the best of my ability.

I have, &c.,
JNO. B. GOOLD.

No. 10.

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No. 10.

MR. J. B. GOOLD to THE COLONIAL SECRETARY.

Regent-street, Newtown,
27 May, 1864.

SIR,

I do myself the honor of enclosing a copy of a letter, addressed to the Under Secretary for Works, relative to my suspension from the office of Storekeeper to the Railway Department, and to which as yet I have not been favoured with a reply.

Presuming the matter will be at once brought before the Cabinet, may I hope your kind and favourable consideration thereof, with the view of my request being granted, feeling confident that on due inquiry I shall be honourably acquitted of any charge which may be preferred against me.

I may be permitted to add, I entered the Railway Service in July, 1858, having now been Storekeeper since July, 1859, a position of very great trust and responsibility; and in the discharge of my duties I have ever made it my earnest and constant study to protect and promote the public interests to the best of my ability.

I have, &c.,
JNO. B. GOOLD.

Secretary, Public Works.—W.F., May 27/1864, B.C.

No. 11.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

MR. GOOLD to be called upon to show cause why he should not be removed from the Public Service for generally offensive and insubordinate conduct, and for disrespectful and insulting conduct to his superior and other officers, and specify Mr. Walker's case, Mr. Ewen and Mr. Vernon's cases, and Mr. Trotter's case.

A.T.H., 30/5/64.

Wrote, Mr. Goold.—30/5/64.

No. 12.

THE COMMISSIONER FOR RAILWAYS to MR. J. B. GOOLD.

(No. 297.)

Department of Public Works,
Sydney, 30 May, 1864.

SIR,

In reply to your letter of the 21st instant, I am directed by the Minister for Public Works to call upon you to show cause why you should not be dismissed from the Public Service for generally offensive and insubordinate conduct, and for disrespectful and insulting conduct to your superior and other officers in this department, in particular,—

1st.—For a statement contained in a minute of 23/3/64, to the effect that "little credit can be attached to his (the Accountant's) statement."

2nd.—For a statement contained in a minute of 16/5/64, to the effect that "the enclosed memo. A, received during Saturday afternoon, shows the result of a divided control over Mr. Ewen, who comes here and goes as he wishes; and it appears that a third party, Mr. Vernon, is authorized to prevent his coming."

3rd.—For a reply given to Mr. Trotter, contained in a minute of his (16/6/64), in reference to the carriage-grease in stock, in which Mr. Trotter states—"I have applied to Storekeeper for information of carriage-grease on hand, but he refuses to give me the information. The Minister's wish is that if there is a good stock on hand these contractors should be allowed to have the quantity required, viz., 6 casks."

I have, &c.,
JOHN RAE.

No. 13.

MINUTE FOR THE EXECUTIVE COUNCIL.

Department of Public Works,
Sydney, 27 May, 1864.

THE Secretary for Public Works informs His Excellency the Governor and the Executive Council that he has suspended Mr. J. B. Goold from his duties as Railway Storekeeper at Redfern.

This course has been adopted for the reasons disclosed in the accompanying memorandum; and as Mr. Goold has paid an utter disregard to repeated warnings, and as the Secretary for Public Works is desirous of promoting better efficiency in the Government Service, he recommends to His Excellency and the Executive Council that Mr. Goold be dismissed.

[This did not go to the Executive Council, Mr. Secretary Holroyd having subsequently made the minute of date 13 June, 1864. (See paper No. 16 herewith, Schedule 2.)]

No. 14.

STATEMENT, SHOWING THE CASES OF MISCONDUCT OF MR. J. B. GOOLD.

Department of Public Works,
Sydney, 27 May, 1864.

March, 1863.

THE first instance apparently on record in this office, in which Mr. Goold shows a disposition to delay the public business by a want of co-operation with the other officers of the Railway Department, will be found in papers marked No. 1.* It appears that Mr. Trotter, Superintendent of Ways and Works, purchased some earthenware pipes that were urgently required, and the Storekeeper having refused to recognize the purchase, with the remark that he would have nothing to do with Mr. Trotter's bargains, that gentleman applied for instructions to the Commissioner. Mr. Goold, in his report on this matter, takes occasion to say that a certain opinion, expressed by Mr. Trotter in his letter "is most probably a mere ruse, admirably adapted to conceal the intention of getting rid of the Commissioner's orders, and thereby be independent of any check whatever";—thus, it is apparent, imputing improper motive to Mr. Trotter.

The second instance on record will be found in papers marked No. 2. This case is opened by a letter, dated the 10th August, 1863, from the Storekeeper, reflecting, it would appear, on the integrity of some one in the department in connection with the removal of some railway material without authority. Being pressed by the Commissioner to be more explicit in his charges, Mr. Goold insinuates that Mr. Trotter is the officer to be blamed. Mr. Trotter on being called upon fully reports on all the charges made; and the Engineer-in-Chief for Railways remarks thereon, that it appears to him monstrous that the time of Government officers should be wasted by such absurd and improper insinuations as those contained in the Storekeeper's very extraordinary memorandum.

Mr. Goold in his reply regrets that anything he has said should irritate Mr. Trotter, disclaims all intention of imputing improper motives; but at the same time adds that had Mr. Trotter been aware of certain little facts which go far to upset the statements he had made, he would no doubt have viewed the matter differently, and taken a different line of argument.

28 Nov., 1863.

The third case also arises out of a want of co-operation by the Storekeeper with Mr. Trotter, and has reference to the refusal of the Storekeeper to order certain materials on Mr. Trotter's requisition. Mr. Trotter having reported the circumstance to the department, Mr. Goold was duly instructed to give the necessary order. In his reply, stating that he had done so, Mr. Goold remarks that he is at a loss to understand why the Commissioner should be troubled in the matter, as Mr. Trotter has ample authority to procure everything he requires. "Perhaps," Mr. Goold adds, "he wishes it to be seen how easily he gets the Commissioner to make and unmake minutes as suits his (Mr. Trotter's) convenience."

The Commissioner having called upon Mr. Goold for a satisfactory explanation of the above paragraph, with an intimation that otherwise his suspension for insubordination would be recommended, Mr. Goold replies, that if any particular meaning can be attached to it, Mr. Trotter, he is inclined to think, is the proper party to explain, and adds—"so far as the threat of suspension is concerned, I am in duty bound to submit to whatever course the Commissioner may think fit to pursue, leaving its ultimate issue to be determined by another tribunal—the Executive Council."

The Secretary for Public Works, having had before him this and several other of Mr. Goold's minutes, expressed his opinion that they were most offensive, and that he showed therein a determined spirit of insubordination, and a desire to subvert order and good conduct in the department.

Mr. Goold having thereupon written a full apology, and expressed, in withdrawing his remarks, his sincere regret for having made them, Mr. Secretary Holroyd was pleased, on the Commissioner's recommendation, to condone his conduct, abandoning his previously expressed intention of recommending

8 January, 1864.

Mr. Goold's dismissal.

Mr. Goold having been thus warned of the consequences that must result from such a course of conduct, it was confidently trusted that no further offence would be given by him; but the papers marked No. 4 will show that leniency to Mr. Goold is no inducement to him to behave with propriety. It will be seen that Mr. Walker, the Railway Accountant, had occasion to make a minute relative to the furnishing by the Storekeeper of certain monthly returns, and he reminds Mr. Goold that the services of a clerk were given to him for the purpose of enabling him to send these returns in by the 2nd or 3rd of the month, adding at the same time that previous to this arrangement the returns could never be obtained before the middle of the month. Upon this, Mr. Goold, without being asked to do so, sends in a tabulated abstract of the dates when the store returns were furnished for the past four years, and accompanies it with the remark that that abstract "will show what little credit can be attached to Mr. Walker's statement."

12 March, 1864.

While this is under consideration, further instructions are given to Mr. Goold with reference to these returns, and he then brings a charge against his assistant, Mr. Ewen, of neglecting his duty. Mr. Ewen's reply, together with Mr. Vernon's, is attached, and a perusal of them, taken in connection with Mr. Goold's general conduct, will, it is submitted, show that it is hopeless to expect that the Storekeeper's department can be properly carried on while the present Storekeeper retains his office.

18 May, 1864.

No. 15.

MR. J. B. GOOLD TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Regent-street, Newtown,
3 June, 1864.

SIR,

I have the honor to acknowledge the receipt of your letter (No. 297) of the 30th ultimo, calling on me to show cause why I should not be dismissed from the Public Service for generally offensive and insubordinate conduct and for disrespectful and insulting behaviour to your superior and other officers in this department, in particular:—

1st.—For a statement contained in a minute of 23/3/64, to the effect that little credit can be attached to his (the Accountant's) statement.

2nd.—For a statement contained in a minute of 16/5/64, to the effect that the enclosed memo. (A), received during Saturday afternoon, shows the result of a divided control over Mr. Ewen, who comes here and goes as he wishes; and it appears that a third party (Mr. Vernon) is authorized to prevent his coming.

3rd.—

* This paper has since been mislaid.

3rd.—In a reply given to Mr. Trotter, contained in a minute of his (16/5/64), in reference to the carriage-grease in stock, in which Mr. Trotter states:—"I have applied to the Storekeeper for information of carriage-grease on hand, but he refuses to give me the information. The Minister's wish is that if there is a good stock on hand these contractors should be allowed to have the quantity required, viz., six casks."

1. In reference to the first charge, viz., "that little credit can be attached to his (the Accountant's) statement," I beg leave to reply that the paragraph quoted is only a portion of a sentence from a letter of mine, the whole of which, taken together, qualifies the offensive nature of the supposed allegation, and to which I would beg to draw your attention. The paragraph reads thus:—"The enclosed tabulated statement of the dates, when the store returns were furnished to the Accountant for the past four years, will show what little credit can be attached to his (the Accountant's) statement, that the returns could never be obtained before the middle of the month."

2. In making this statement, which I did in justification of an unqualified charge made by Mr. Walker, I admit that it might have been open to me to use more qualified language in official correspondence, but the truth of the matter still remains that I was not open to Mr. Walker's animadversions, as will be seen from the statement in my letter of the 23rd of March, enclosing the tabulated return. I then remarked—"it will be seen by the analysis that for forty-one months out of forty-eight they were sent in by the 8th of the month, and that not one even was so late as the middle of the month." Mr. Walker does not attempt to deny the correctness of this tabulated statement, but, on the contrary, admits it in its entirety, and, in his letter of the 31st of March, says—"there was no occasion for Mr. Goold's insulting remarks (the insulting remarks, or rather remark, being the paragraph in question) as no blame was imputed to him."

It will therefore be seen that my object in writing the paragraph complained of was to vindicate my character for correctness, against a statement which I trust the Accountant unwittingly made, and not with a view of being either offensive, insubordinate, or disrespectful.

3. With reference to the second charge, I would respectfully submit that I am not open to any animadversion. Mr. Ewen's services were placed partly at my disposal to facilitate the making out of the store returns, which were being daily called for by the Accountant; and in order to furnish them with as little delay as possible, knowing how necessary it was to the efficient working of the Accountant's branch to have them compiled without delay, I considered it not only my duty, but that I was fully empowered to insist on Mr. Ewen's attendance as my assistant; this necessitated the writing of the memo., which he refused to comply with. I consider that I was fully justified in giving Mr. Ewen directions from a minute of Mr. Walker's of date 5th of February, 1864, addressed to me, in which he says—"The Minister has directed that Mr. Ewen is to keep the store books in addition to his present duties; you will therefore be so good as to hand them over to him, and render him any assistance you can, by directing him how he should make his entries under the proper heads, and also show the form in which he should make out the usual monthly return for this office."

4. It will appear by the correspondence on the subject, that Mr. Ewen came at irregular times, and not when directed by me, so as to afford the aid required; and when I gave instructions that he should attend punctually at stated times, Mr. Vernon objected to the course adopted by me, and, in his minute of the 14th May, 1864, wrote as follows:—"As Mr. Ewen receives orders from the Accountant only, and has been directed to act under the guidance of Mr. Vernon, and to undertake the store books in addition to the duties entrusted to him in this office, Mr. Vernon will be glad to know by what authority the Storekeeper issues his orders to this office. The store books hitherto have been and will be properly attended to in accordance with the instructions referred to above." It therefore did appear to me that there was a divided control between Mr. Vernon and myself over this officer. The matter was referred to the Commissioner, and it appeared that, although Mr. Ewen was instructed to work up the store books, in addition to his other duties, no arrangement had been made as to the division of his time.

5. In reply to the third charge, I beg respectfully to state that I am not aware of having had any conversation whatever with Mr. Trotter on the subject of grease in store. The charge in your letter that I am now replying to is the first intimation I have had upon the subject, and I may remark that my general instructions were not to afford information to any person whatever respecting the goods under my charge, except by direction of the Commissioner.

6. It will be seen from the records of the Railway Department that I have been instrumental to the saving of several thousands of pounds to the Public Service, which otherwise would have been lost, and in my zeal for the benefit of the Service I may have been led into what appears to have been construed into acts of insubordination, but which were never intended by me to be such.

7. On the general charge of offensive and insubordinate conduct, and for disrespectful and insulting behaviour to my superior and other officers in this department, I beg leave to state that it is impossible for me to reply to, being vague, indefinite, and may have no real existence, and I humbly submit that I am entitled to a specified detail of such charges to enable me to rebut them.

8. A paragraph occurs in Mr. Walker's minute of 31/3/64, to which I would respectfully invite attention, it being calculated to mislead, and is as follows—"I understood the Storekeeper and Mr. Ewen are both under the Accountant." Such however is not the case; my minute of appointment (21/6/59) thus states, "As the Commissioner intends the store department for the future to act independently of the Accountant." Hence the Accountant never has been my superior officer.

9. I humbly trust that the explanations I have offered are entirely satisfactory; but should the Executive decide on my dismissal, notwithstanding my having rebutted the charges herein preferred against me, I claim the privilege usually accorded to officers in the Public Service of an inquiry into the causes which led to the alleged insubordination.

I have, &c.,
JOHN B. GOOLD.

No. 15 A.

MR. D. TROTTER to THE SECRETARY FOR PUBLIC WORKS.

G. S. & W. Railways,
Sydney, 6 June, 1864.

In accordance with your request I have the honor to state in writing the substance of a conversation between the Storekeeper and myself, respecting the stock of railway-grease on hand. The questions were asked by me under verbal instructions from you, in order that if a sufficient quantity was found to be in stock, the contractors on the Windsor and Richmond Railway might be supplied with a few casks.

On the morning of the day on which I handed the contractor's letter, containing the request, to the Commissioner, I went into the Storekeeper's office, and asked him what stock of railway-grease he had on hand, explaining to him at the same time my reasons for the question. He most distinctly refused to give me the information.

I then told him that I sought the information by the Minister's wish. He replied that he would give me no answer unless the papers came before him in due course.

I told him there were no papers; he said something in reply which I do not distinctly recollect, and the interview ended by his remarking that doubtless I was very much offended by his refusal to answer my questions, but that he would not or could not do it. I told him that I was not at all offended, that I wanted to get the information for the Minister's use, and that I must procure it elsewhere, from the Commissioner, or words to that effect.

I saw the Commissioner in the course of the day, produced the letter, and asked for the information. The Commissioner told me to apply to the Storekeeper. I told him I had done so, and that he refused to answer my question. The Commissioner directed me to write this on the contractor's letter of application, which I accordingly did, then and there, leaving the letter in the Commissioner's office.

DURANT TROTTER, 6/6/64.

Messrs. Thurston's application for wagons and grease.

Windsor, 12 May, 1864.

Sir,

We are advised by Mr. Holroyd to apply to you for five (5) ballast wagons, and 6 casks wagon-grease. If you could possibly have the above ready for delivery by next Tuesday week (say 24th of present month) it would confer a special favour on the undersigned. In any event we would be pleased to receive an answer by return of mail, or at your earliest convenience.

D. Trotter, Esq.

We have, &c.,
J. & R. THURSTON,
Contractors, B. & Windsor R. Line.

I have applied to Storekeeper for information of stock of carriage-grease on hand, but he declines to give me the information. The Minister's wish is that if there is a good stock on hand, these contractors should be allowed to have the quantity required, viz., 6 casks.—D.T., 16/5/64.

Submitted.—J.R., 17/5/64.

This matter was settled on Mr. Goold's exchange to Picton.—R.M., 9/6/65.

No. 16.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

INFORM Mr. Goold that I have determined to withdraw his suspension and to stop any further proceedings against him. I am at the same time strongly of opinion that unless his conduct undergoes a material change I shall be unable to continue him in office. It is quite possible for a person in Mr. Goold's position, without refusing to obey any order given to him, to yield his obedience in such a manner, and so to manage his intercourse with his superiors, as to render it impossible for him and them to work harmoniously together. It frequently happens in this department that things require to be attended to with great promptitude, and that it is the duty of the officers to assist in expediting arrangements in reference to which formal orders cannot be given, but the necessity of prompt attention to which is obvious to everyone. Imitating language from an officer to his superior, whether in the way of criticism or otherwise, cannot have any result which will not be injurious to the Public Service.

Let Mr. Goold be informed that in future, courtesy to the other officers in the department, and a strict, prompt, and substantial obedience to his orders will hereafter be expected from him, and the first breach of duty in these respects will result in a recommendation to dismiss him from the Public Service, and in that case all past transgressions will be taken into account.

Entertaining these views I think also that it would be to the advantage of the Public Service that Mr. Goold should be removed to another branch; and I therefore beg to offer him the situation of Station-master at Picton, an office of equal value with the one which he now holds.

A.T.H., 13/6/64.

Mr. Goold has, I understand, been informed through Railway Branch.—G.H., 15/6/64.

Mr. Moody.—15/6/64.

Yes, on 14/6/64.—R.M.

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No. 17.

THE CHIEF CLERK, RAILWAY DEPARTMENT, to MR. J. B. GOOLD.

Department of Public Works,
Railway Branch,
Sydney, 14 June, 1864.

SIR,

I am directed by the Commissioner to inform you, that the Honorable the Secretary for Public Works has been pleased to withdraw your suspension, and has determined to stop any further proceedings against you; at the same time Mr. Secretary Holroyd is of opinion that unless your conduct undergoes a material change he will be unable to continue you in office.

I am to add, the Honorable the Secretary for Public Works is of opinion that it is quite possible for a person in your position, without refusing to obey any order given to you, to yield your obedience in such a manner and so to manage your intercourse with your superiors as to render it impossible for you and them to work harmoniously together.

I am to add, it frequently happens in this department that things require to be attended to with great promptitude, and that it is the duty of the officers to assist in expediting arrangements, in reference to which formal orders cannot be given, but the necessity of prompt attention to which is obvious to everyone.

I am further to add, that imitating language from an officer to his superior, whether in the way of criticism or otherwise, cannot have any result which will not be injurious to the Public Service.

I am also to state that in future, courtesy to the other officers in the department, and a strict, prompt, and substantial obedience to your orders will hereafter be expected from you, and the first breach of duty in these respects will result in a recommendation to dismiss you from the Public Service, and in that case all past transgressions will be taken into account.

I am also further to state that, entertaining these views, Mr. Secretary Holroyd considers that it would be to the advantage of the Public Service that you should be removed to another branch, and offers you the situation of Station-master at Picton, an office of equal value with the one which you now hold.

I have, &c.,
R. MOODY,
Chief Clerk.

No. 18.

MR. J. B. GOOLD to THE CHIEF CLERK, RAILWAY DEPARTMENT.

Regent-street, Newtown,
15 June, 1864.

SIR,

I have the honor to acknowledge the receipt of your letter of date the 14th instant, notifying the withdrawal of my suspension from the office of Storekeeper to the Railway Department, by the Honorable the Secretary for Public Works, and offering me instead the situation of Station-master at Picton, and in reply beg leave to accept same, and to hold myself prepared to enter on the duties.

I have, &c.,
JOHN B. GOOLD.

No. 19.

MINUTES OF THE CHIEF CLERK, RAILWAY DEPARTMENT, AND COMMISSIONER FOR RAILWAYS.

PERHAPS under these circumstances Mr. Goold should be at once placed under the Traffic Manager, for the purpose of a few days training, preparatory to taking charge at Picton; arrangements can be made without any difficulty to relieve Mr. Fielding at once for Sydney, if necessary.

R.M., 16/6/64.

SUBMITTED.—I think Mr. Goold should remain at the store for a few days to assist Mr. Fielding in undertaking his new duties. Mr. Goold might then be placed under Mr. Owen and the Accountant, until he understands the traffic forms and station books, before proceeding to Picton. Mr. Owen can in the meantime provide for the station at Picton temporarily.

J.R., 16/6/64.

Approved.—A.T.H., 16/6/64.

No. 3.—Mr. Goold, Station-master, Mittagong, refusing to obey an order from the Accountant.

SCHEDULE.

NO.	PAGE.
1. Accountant, asking Mr. Goold to explain why he did not include a payment by Russell & Co., in his remittance-note. 12 August, 1867	30
2. Mr. Goold, stating there was no error. 12 August, 1867	30
3. Accountant, asking Mr. Goold if he refuses to obey instructions. 13 August, 1867.....	30
4. Commissioner's Minute—Mr. Goold to explain. 15 August, 1867	30
5. Mr. Goold's explanation. 17 August, 1867	31
6. Accountant, stating that Mr. Goold's explanation is not reconcilable with his former remarks. 22 August, 1867.....	31

No. 1.

THE ACCOUNTANT to MR. J. B. GOOLD.

THE Station-master at Mittagong Station will please explain why he neglected to include in his remittance-note of 10th August, the amount of £90 18s., received from Messrs. P. N. Russell & Co., in payment of account against Mr. Faviell for July, and which he was requested by the Accountant to do, by a memorandum forwarded to the Station-master in the remittance-bag, on Saturday last?

He will also explain why Mr. Mackenzie's voucher for salary has not been returned duly completed.

A. ASHDOWN,
Accountant,
12/8/67.

No. 2.

MR. J. B. GOOLD to THE ACCOUNTANT.

THERE is no neglect whatever. The proper course, as per Audit Clerk, is to pay in any moneys received at Sydney to the credit of the station, the remittance-note setting forth the actual amount remitted by the Station-master.

J. B. GOOLD, 12/8/67.

Mr. Mackenzie's voucher has been returned to the Manager.—J. B. GOOLD, 12/8/67.

No. 3.

THE ACCOUNTANT to MR. J. B. GOOLD.

THE Accountant to inquire whether Mr. Goold wishes him to infer, from the reply given in this memo., that Mr. Goold refuses to obey the instructions of the Accountant?

J.B., 13/8/67.

MEMO.

Station-master, Mittagong,—From the tenor of Mr. Goold's replies to inquiries of yesterday, the Accountant understands that the Station-master at Mittagong refuses to carry out his instructions, and he will be reported accordingly.—A. ASHDOWN, Accountant, 13/8/67.

No. 4.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THE Station-master at Nattai must state how it is that he has not complied with the requirements of the Accountant, to whom he must at all times consider himself responsible in matters connected with the accounts?

J.B., 15/8/67.

Mr. Owen.—R.M., 15/8/67.

No. 5.

31

No. 5.

MR. J. B. GOOLD'S EXPLANATION.

I ENCLOSE Audit Clerk's memo. of 18th ultimo, in reference to a similar entry as the present; and having no intimation that the system thereby laid down had been or was about to be altered, I was under the impression the effect of the Accountant's memo. was to enter up the amount in the usual manner.

It will thus be seen that it was solely a misconception of the Accountant's views in making an entire alteration of the former system, and not anything in the slightest degree approaching to an intentional refusal on my part to comply with his instructions.

I should exceedingly regret that any act of mine would even lead to such a supposition, as it has been my most earnest desire at all times to carry out, to the best of my ability, whatever instructions may have been issued to me by my superiors.

The Manager.

J. B. GOOLD, 17/8/67.

To the Commissioner.—E. OWEN, 19/8/67.

Accountant.—J.B., 21/8/67.

[Enclosure.]

Government Railways,
18 July, 1867.

Memorandum to Mittagong.

M. Faviell's account for May, 1867, £21 14s. 8d., has been paid, as per advice-note from Accountant. Enter same in books accordingly, and take credit in next account ct. credit.

D.V.

No. 6.

THE ACCOUNTANT ON MR. J. B. GOOLD'S EXPLANATION.

THE Accountant's instructions to Mr. Goold on 10th instant, were, he conceives, sufficiently explicit to prevent any misconception to persons of ordinary intelligence; and the neglect to carry them out, without making any explanation, and the replies given when such explanation was asked for, is hardly reconcilable with the remarks above expressed by Mr. Goold.

A. ASHDOWN, Accountant,
22/8/67.

Seen.—J.B., 24/8/67.

No. 4.—Mr. Ogilvie's complaint against Mr. Goold, Station-master, Penrith, for incivility,—Mr. Ogilvie having been carried by Train beyond his intended destination.

SCHEDULE.

NO.	PAGE.
1. Letter of complaint from Mr. Ogilvie. 15 December, 1869	31
2. Mr. Goold's explanation. 24 January, 1870	32
3. Commissioner's minute, reprimanding Mr. Goold, and warning him that dismissal will follow a repetition of such conduct. 25 January, 1870	33
4. Letter to Mr. Ogilvie, informing him that Mr. Goold had been reprimanded. 29 January, 1870	33

No. 1.

EDWARD OGILVIE, Esq., M.L.C., to THE SECRETARY FOR PUBLIC WORKS.

Edgecliff House, 15 December, 1869.

SIR,

Referring to the subject of my yesterday's interview with you, and complaint of the offensive conduct of the Station-master at the Penrith Railway Station, I now commit to writing, in as concise a form as I am able, the principal facts and circumstances of the misconduct of which I complain:

On Monday, the 6th instant, I took, at the Redfern Station, a return ticket to Parramatta by the 9 a.m. train. Not having travelled on this line previously, except once about five years ago, I do not know the stations by sight, and depended upon having the names called by the Railway servants; and I did not become aware that the train had reached and passed Parramatta till I found myself at Rooty Hill.

I

I then called the guard, and made a formal complaint that "Parramatta" had not been audibly called, and asked him for information as to the means for getting back to Parramatta, or over to Greystanes, which was my destination for the day. The guard advised me to go on to Penrith Station, and apply to the Station-master there. Arrived at Penrith, I sought the Station-master, stated my case, and asked if he could tell me of any means by which I might get over to Greystanes, or back to Parramatta, where my friend, who was to meet me with his buggy, would be waiting for me.

To my surprise the Station-master, instead of evincing sorrow for the unpleasant position in which I was placed, and making at least a show of some desire to assist me, very coolly told me that he had heard about it from the guard, and that the Parramatta Station had been properly called.

I told him that it had not been called in such a way that a stranger to the line like myself could hear it, when the Station-master, in the most offensive tone, replied it was not likely that I was such a stranger that I did not know Parramatta Station. I asked him if he meant to assume that I was saying that which was not the fact, when he merely repeated his offensive words in an equally offensive tone and manner, and insisted upon my paying the "through fare." I declined to do this, and told him that I should bring his conduct under the notice of the Secretary for Works as impertinent and offensive; and I resumed my seat in the train, saying that as I had been brought where I was, through the fault of the Railway servants, I should remain in the train till I could be taken back.

In the most peremptory and offensive manner I was ordered by the Station-master to pay a "through fare," or quit the train, on pain of forcible expulsion; and this threat was repeated several times, though I told him that I was entitled to travel free, if I chose to do so; and when, after I had given him my name and address, and informed him that I was a Member of the Legislative Council, he in no degree abated the offensive nature of his language and manner, and still insisted upon my quitting the carriage, only giving up the point when he found that I was not to be intimidated into submission, saying to the men who he had brought to the carriage-door, apparently for the purpose of removing me, "He's a Member of Council, and entitled to travel free"; he then walked away, but without a single word or gesture of apology for the rudeness with which I had been treated.

On my return through the station later in the day, thinking that the man's temper might have carried him away, and that after having time to cool he might desire to apologize, I took care to show myself in the train, but though the Station-master saw, he did not approach me, and I have thought it my duty to bring the matter under your notice, as I conceive that such conduct in a servant of the public should not be allowed to pass unnoticed or unproved.

With reference to the minor matter of the insufficiently audible calling of the name at the Parramatta Station, I may mention that, of six persons who were in the same carriage with myself at the time of my complaining to the guard, one only had heard the name called, and he was a constant traveller upon the line.

I have, &c.,
EDWD. D. OGILVIE.

Traffic Manager—(Mr. Moody)—for Mr. Goold's report.—C.A.G., 18/1/70.
Station-master, Penrith, for report (Reg. 36, 39)—R.M., 20/1/70.

No. 2.

MR. J. B. GOOLD'S EXPLANATION.

ON arrival of the 9 a.m. train from Sydney on the date mentioned, the guard Kingston reported to me that a first-class passenger was over-carried from Parramatta, Kingston stating, at the same time, that at Parramatta the station was called out at each carriage in the usual manner.

I immediately waited on the gentleman. He complained that Parramatta Station was not called, when I told him of the guard's statement to me, but as there appeared to be some mistake I would see him passed back free to Parramatta by the return train at 4.35 p.m.

He did not seem inclined to remain at Penrith during the interval, and stated he would proceed further on the line. I inquired of him how far he intended to go, as he would have to pay his fare for the extra distance beyond Penrith; he not only refused to say how far he intended to go but also said he would not pay.

I pointed out to him our instructions were very particular as to passengers travelling—that none could be allowed to do so without paying their fare at first, or producing a free pass. He still refused, and I then informed him that by paying now, if he represented on arrival in Sydney to the Manager his being so charged it was in the power of the Manager to have his money refunded. He still even refused, when as a last resource I told him the course adopted by him would compel us, though reluctantly, to cause his removal from the carriage. He then ejaculated, "Oh, I need not pay at all; I am a Member of the Legislative Council." I requested him to be good enough to let me see his Member's card; he did not produce it. I requested his address, and provided a sheet of note-paper to take it on; he then gave it. I had no personal knowledge of Mr. Ogilvie, nor the guard, or anyone at the station, so that I had, in the absence of his Member's card, to consult the almanac. Finding his name on the list of Members of the Legislative Council I returned from the office into the carriage, informed him he was of course entitled to travel free—that he need not have taken a ticket even at Sydney for Parramatta;—and I regretted he did not state as much in the first instance, as it would have prevented any discussion whatever, and I instructed the guard to pass him free accordingly.

I should exceedingly regret that in either tone or expression anything would have occurred to cause him the slightest pain, for I had not the most remote idea or intention of saying or doing anything insulting or offensive; and though it may not be agreeable to passengers to be questioned, yet it often becomes imperative on us to do so, for there have been several instances here where even first-class passengers, on being over-carried from other stations, have tried to take advantage of the mountain trip free of expense, by their being so carried in the first instance beyond their destination through some mistake

mistake or negligence by some person or other. They may consider we are misdoubting them, and they feel indignant; at the same time it ought to be considered that the officers of the Railway Department are in duty bound to protect the revenue.

In this matter I have only endeavoured to perform my duty; and if in so doing anything occurred which appeared to Mr. Ogilvie in the slightest displeasing, I have to express my regret for any such occurrence.

J. B. GOOLD, 24/1/70.

To Commissioner,—I enclose Station-master's report on Mr. Ogilvie's complaint. If Mr. Goold had confined himself to a simple apology, I should have recommended the Commissioner to take such apology into his favourable consideration; but as the report is a general denial of the statement made by Mr. Ogilvie, I must leave the matter entirely in the Commissioner's hands.—R.M., 25/1/70.

No. 3.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

Mr. Ogilvie's complaint against Mr. Goold, Station-master at Penrith.

ON comparing Mr. Ogilvie's letter with Mr. Goold's report there does not appear to me to be a very material difference in their respective statements of what took place. Mr. Goold's remark to Mr. Ogilvie that it was not likely that he, Mr. Ogilvie, was such a stranger that he did not know Parramatta Station, was most uncalled for and offensive, and Mr. Goold deserves to be and is severely reprimanded for making use of such an improper observation.

In other respects Mr. Goold's actions appear to have been in strict accordance with his instructions; but it is easy to understand that instructions, however comprehensive, may be rendered imperfect if observed in the *letter*, only to be broken in the *spirit*. Station-masters in carrying out their instructions are to do so with firmness, but at the same time with a respectful manner, giving offence necessarily to no one. On this occasion Mr. Goold succeeded in imparting to all he said and did an air of incivility and intolerance most unwarrantable; and I warn him that a repetition of such conduct will compel me to take very severe measures, to put an end to behaviour which is alike annoying to the public and discreditable to the department.

JOHN SUTHERLAND, 25/1/70.

Traffic Manager will please forward this to Mr. Goold.—C.A.G., B.C., 29/1/70.

To be returned. Station-master, Penrith, to see.—R.M., 29/1/70.

Seen.—J. B. GOOLD, 31/1/70.

Chief Clerk.—R.M., 2/2/70.

Copy to be sent to Mr. Ogilvie.—Wrote Mr. Ogilvie, 29/1/70.

No. 4.

THE COMMISSIONER FOR RAILWAYS TO THE HON. E. D. OGILVIE, M.L.C.

Department of Public Works,
Railway Branch,
29 January, 1870.

SIR,

In reference to your letter of the 15th December last, preferring a complaint against Mr. Goold, Station-master at Penrith, for impertinence towards yourself, on the occasion of your being carried by accident to his station, instead of Parramatta, I have the honor to inform you that I have caused inquiry to be made into this matter, and the result is that I have reprimanded Mr. Goold in terms which, I trust, will satisfy you, and prevent a repetition of his misconduct.

Enclósed is a copy of my minute.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

No. 5.—Traffic Manager, complaining of Mr. Goold, Station-master, Wallerawang, being insubordinate, by his persistent evasive answers, when asked to give a reason for not supplying his men with rule-books.

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No. 1.

MR. W. WARREN TO THE TRAFFIC MANAGER.

Wallerawang, 23 May, 1870.

SIR,

On Thursday night, between 11:30 and 12, during the time train was waiting for transit, Porter M'Cabe came to station under the influence of intoxicating drink, and in the hearing of gentlemen passengers made statements defamatory to my character; he was very noisy. I requested M'Cabe to go home and go to bed; he turned upon me and said, "You; you are a ruffian, and I do not consider you fit to clean my boots"; he provoked me very much; I was compelled to put him out of waiting-room, and requested him to leave the platform.

Porter M'Cabe has indulged in these offensive speculations previously, but I have overlooked it. I demanded Porter M'Cabe's authority for speaking of me in such a way as he had done; he stated that Mr. Stiles had told him. I have communicated with Mr. Stiles; he denies the truth of M'Cabe's statements. I herewith enclose the correspondence. I do not send this with a view to injure any person, but for my own protection, and beg to ask your kindness in order to prevent any further occurrence of the kind.

I have, &c.,

W. T. WARREN.

Mr. W. Warren to Mr. Stiles.

Wallerawang, 19 May, 1872.

Sir,

I am informed by Porter M'Cabe that you, in the presence of other person or persons, made statements defamatory to my character, and calculated to injure me during the time I was absent from duty—on leave of absence in Sydney,—to the effect that I was a low common fellow, that I was a low cabman, and had been nothing but a common 'bus-driver in Sydney, and that you had ridden on my 'bus; also, that I was charged with stealing a pair of fowls; also, that I was charged for stealing pumpkins and melons while on duty at Mount Victoria; that Station-master said he would dismiss me only that he had not a clear proof, and that we (meaning you and him) must give me the benefit of the doubt; that I was a vindictive and dangerous man, and was always reporting to Mr. Moody anything that occurred on the station or the line; and that you would take care to do for me when you arrived in Sydney.

I merely wish to know if such statements came from you, and if such be the case what cause had you to act in such an unkind and unmanly way towards me? Awaiting your reply,

I remain, &c.,

W. T. WARREN.

P.S.—Please reply by return train or post if you wish to save further trouble.

Memorandum to Mr. Warren.

Sydney Station, 21 May, 1870.

Your letter to hand. The accusations contained therein are lies from beginning to end, and have been made for the express purpose of creating a disturbance.

Yours, &c.,

HY. T. C. STILES.

The

The Station-master, Wallerawang,—Is there sufficient proof of the statement made that M'Cabe was under the influence of drink as alleged? If so, was report made to the officer in charge of the station; and if so why was the matter not reported to the Manager in due course? Mr. Goold should have obtained this information to attach to these papers.—R.M., 25/5/70.

I enclose the evidence of the parties mentioned in this case, with the exception of Conroy, who has gone to Sydney. As soon as I received this complaint of Warren's, I forwarded it at once to the Traffic Manager.—J. B. GOOLD, 27/5/70.

To Traffic Manager.—J. B. GOOLD, 27/5/70.

No. 2.

EVIDENCE TAKEN IN COMPLAINT OF WARREN *v.* M'CABE.—27/5/70.

ABOUT 10.50 p.m. on Thursday, the 19th instant, I saw Porter M'Cabe in the hall; he stated he was waiting for a letter by the mail; he did not appear to me to be drunk, or even tipsy; I was not present at any argument between Warren and M'Cabe, nor was any such reported to me.

HENRY MORRIS.

ON the evening of Thursday, the 19th instant, I observed Porter M'Cabe in the gentlemen's waiting-room; he appeared rather talkative, but I did not consider him tipsy, much less being drunk; I was not present at any argument between Warren and M'Cabe.

THOS. MITCHELL.

ON Thursday evening, whilst waiting the arrival of the mail-train, I was present a part of the time when some argument was going on between Warren and M'Cabe; I heard Warren ask M'Cabe to put some statement, which I did not hear, in writing, and M'Cabe refused to do so, but told Warren to write it out, and he (M'Cabe) would sign it; Warren then got paper, when some remark was made by M'Cabe about fowls, at which Warren got angry, and put M'Cabe outside the door of the waiting-room.

Warren accused M'Cabe of being drunk, but M'Cabe did not appear to be so.

J. G. CAVANOUGH.

I WAS present on Thursday night when Warren asked M'Cabe to put some statement in writing, which M'Cabe refused to do; but M'Cabe told Warren if he (Warren) would write it he (M'Cabe) would dictate it and then sign it; Warren then went and got paper ready to write, and M'Cabe then desired Warren to write, "That when he (Warren) was at Mount Victoria he bought a pair of fowls for 7s. 6d."—when Warren said he did not want that in the statement; M'Cabe replied he would begin at the beginning, on which Warren made answer: "I am in charge here; you, (addressing M'Cabe) are not fit to be in the place; you are drunk," and then ordered him outside, and closed the door on him.

I did not consider M'Cabe drunk or tipsy at the time.

WILLIAM ATWILL.

Seen.—W. T. WARREN, 30/6/70.

No. 3.

MR. R. M'CABE to MR. J. B. GOOLD.

Wallerawang Station,
26 May, 1870.

SIR,

In reference to some charges brought against me by Warren, the night-watchman, I beg to state that the first charge is quite false, which can be proved on oath, if required, by Mitchell, the parcel-porter, and several others, who were there at the time mentioned when I called for some letters, as the mail arrived. I beg also to state that the then acting Station-master, Mr. H. Morris, can confirm this statement.

As regards his second charge, I beg to state that the words used by me to Warren were given as an advice to him, inasmuch as the words used were as follows:—

When he (Warren) first came here he brought with him a dog, who killed some fowls and brought them to the porter's quarters; he (Warren) then and there wanted one of the guards, named Conroy, and I, to assist him to cook the fowls; I made answer and said, "Warren, mind, or you may get into trouble by your dog, as you did in Mount Victoria." He (Warren) then got in a passion, and said, "Ah, ah; my friend Stiles has been telling you something of me; will you be so kind, Mr. M'Cabe, as to put it in writing for me, and I will get him dismissed at once?" I told him I would do nothing of the sort. These words occurred in presence of two porters named Cavanaugh and Atwill, and I believe Mitchell, the porter. Now, Sir, as regards me making use of Mr. Moody's name, I give it my most emphatic denial; the only porter I ever heard make use of that gentleman's name was Warren himself, who says whenever he goes to Sydney that he dines with that gentleman; now, Sir, these words can be proved by every porter at this station I believe.

I am exceedingly sorry to have to trouble you with such a long statement, but in hopes that the truth may come out if properly investigated I have done so.

P.S.—This would not have occurred only through spleen, which also can be proved if necessary.

I have, &c.,

R. M'CABE,

Porter.

EVIDENCE

EVIDENCE ON STATEMENT OF M'CABE *v.* WARREN.—27/5/70.

IN reference to M'Cabe's statement, that my dog killed some fowls when I first came here, and my asking him to assist in cooking it, I heard that my dog did kill one fowl, but that I never thought of cooking it, much less to ask M'Cabe's assistance in doing so.

On the contrary, when M'Cabe saw the dead fowl he asked me why I did not take and cook it. It might lay where it was for twenty years before I would touch it.

W. T. WARREN.

No. 4.

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Wallerawang Station,
9 June, 1870.

SIR,

At 10 o'clock this evening I found the gate on the Mudgee Road, at the end of the cutting, leading into the station-yard, wide open, thus affording free ingress to cattle or horses to stray on to the line.

Night-watchman Warren has been duly instructed to lock this gate after 6 p.m., when he comes on duty, and by his own admission he has repeatedly neglected to do so.

I am, &c.,
J. B. GOOLD.

Station-master, Wallerawang.—Watchman Warren has shown culpable carelessness in this case and is fined one day's pay. If further neglect of duty is shown his services will have to be dispensed with. Inform.—R.M., 10/6/70.

Warren so informed. On last night he did not attend to open this gate to admit the mail-coach to meet the down mail, and I had to send Mitchell instead. On looking him up I found him in the porter's house, at the far end of the station-yard.—J. B. GOOLD, 11/6/70.

I must have Watchman Warren's explanation of this matter. I presume it is a portion of his every night duty?—R.M., 11/6/70.

Warren is at present in Sydney, as per letter attached. If he is not able to resume his duties immediately the Manager will please send one to take his place.—J. B. GOOLD, 14/6/70.

As I understand the Station-master is very urgently desirous of reducing the expenses of his station, he will thus have the opportunity of supplying Watchman Warren's place by putting M'Cabe to that duty.—R.M., 15/6/70.

I would not entrust so responsible a position as permanent watchman to Porter M'Cabe, being totally unfitted for it; he is far from being up to my estimate of what a porter ought to be.—J. B. GOOLD, 15/6/70.

Station-master, Wallerawang.—He is not likely to be permanent, but if Mr. Goold can spare any one more competent he can do so.—R.M., 16/6/70.

I cannot spare any other to perform this duty and am therefore compelled to place M'Cabe temporarily as watchman.—J. B. GOOLD, 17/6/70.

Memo. to Station-master, Wallerawang.

Traffic Manager's Office,
Sydney, 13 June, 1870.

Mrs. Warren reports that her husband has sprained his ankle and cannot return to his duty.

E.H., *pro* R. MOODY.

Watchman Warren is to return to duty within this week.—R.M., 20/6/70.

Seen. Perhaps the Traffic Manager will be pleased to reconsider his decision as to Warren resuming duty here. The facts contained in this report, coupled with his charge against M'Cabe in minute 70/1,636, which the Traffic Manager has designated malicious, have I regret to say considerably weakened my confidence as to his faithfully discharging his duties here for the future.—J. B. GOOLD, 21/6/70.

Station-master, Wallerawang.—The Station-master, I presume, will have done his duty in obeying directions given, and I do not see what he can have to do with the Manager's duty.—R.M., 22/6/70.

Seen.—J. B. GOOLD, 23/6/70.

No. 5.

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Wallerawang Station,
27 June, 1870.

SIR,

I enclose report by Porter M'Cabe *versus* Watchman Warren, relative to certain language as set forth therein; also, Watchman Warren's explanation, and the statements of Porters Cavanaugh, Attwill, and the lad Ensor, who were present at the time.

I am, &c.,
J. B. GOOLD.

The

The Station-master, &c., &c.,—

Sir,

I beg to inform you that, at 4 p.m. to-day, when Warren, the watchman, came from Sydney, he made use of the following expressions, viz.:—"I am back again, in spite of the old fellow; he may kiss my ****," meaning the Station-master. Cavanaugh and the sand-boy were present.

25 June, 1870.

Porter M'CABE.

Wallerawang,

26 June, 1870.

Station-master, Wallerawang,—

Sir,

I regret very much to think that you should be again troubled with any reports as far as I am concerned, but as I have been informed that M'Cabe has reported me to you, and your name being referred to in that report, I beg simply to state, in order to prevent any further trouble to you, that the report is false and full of malice. I neither made use of your name in any way, or even did I think of any officer in the department.

Four of us were around the fire, and they, as I considered, were having a joke with me, and in the same spirit I replied, without any meaning, but to our astonishment M'Cabe jumped out of bed, and came out in a most violent state, and tucked up his sleeves, and with violent threats wanted to fight me, and at the same time threatened any b——y b——r who would take my part, but no person even replied to him. Although he called me dreadful names, and tried all he could to excite me to passion, I made him no reply, or took any notice of him, as I had fully made up my mind, previous to leaving Sydney, that nothing that he should do or say should move me to any retaliation; he has continued this course even to-day, and used very bad language to me; but as far as I am concerned I do not wish to trouble the Manager or yourself further in this matter.

I am, &c.,

W. T. WARREN.

Having now read M'Cabe's report, I beg to state that the contents are untrue; I never made use of such language.

The Station-master,—

Sir,

I write to say that from what I heard both Cavanaugh and the sand-boy did not tell you the truth as regards the report I made against Warren. For instance, if you ask Mr. Wearing, the guard, what the sand-boy told him just as the boy was going into your office this afternoon. Mr. Dowling and I were together when Wearing told us that the boy would tell you of the expressions made use of towards you. If you also ask Attwill whether Warren ever said, in his presence, that the next time he would find you looking after him he would give you the waddy; he (Attwill) was also by at what occurred yesterday.

26 June, 1870.

Porter M'CABE.

I most humbly beg to be excused for being so much trouble to you; but I like fair play.

I was in the porter's house yesterday evening, about 5 o'clock p.m., when Cavanaugh said to Warren, by way of a joke, that Warren would not want to go to Sydney for six months—till Christmas; Warren replied, "Wont I"; I then remarked, jokingly, you must not go; whereupon Warren said, "Who will stop me"; I said a second time, continuing the joke, "You must not go—I will stop you"; Warren then said, "Any man who will offer to stop me I will tell him to kiss my ****."

M'Cabe was in the sleeping-room, and having come out suddenly, he threatened to throw Warren out of the house for speaking disrespectfully of the Station-master, to which Warren made no reply. M'Cabe then began to abuse Warren, calling him an old cab-driver. I went outside immediately, and heard no more.

WILLIAM ATTWILL, 26/6/70.

This evening, in the porter's house, some conversation was taking place between Cavanaugh and Warren, in the presence of Attwill and myself; Cavanaugh remarked to Warren he would not go Sydney for six months, when Attwill stated, in a playful way, that he (Attwill) would not let Warren go; Warren then made answer, "They may kiss my ****; I will go when I like."

M'Cabe was in the sleeping-room at this time, and having heard the conversation came out of the room; thinking perhaps the offensive expression was intended for himself, put himself in a fighting attitude, challenged Warren to fight, and called Warren an old bankrupt, and used other abusive terms, and stated he would report him to the Station-master.

JOHN ENSOR, 25/6/70.

Attwill, Ensor, Warren, and I had a conversation this evening, about 5 o'clock; I remarked to Warren it was a fortnight since he went to Sydney, and he would not want to go there again for six months; he made answer, "Who will stop me?" when Attwill replied, in a jocosse manner, "I will"; whereupon Warren used the expression, "They may kiss my ****"; I cannot say to whom Warren intended these words should apply. This occurred in the porter's house, and could be heard by Porter M'Cabe, who was in the sleeping apartment at the time.

J. GEO. CAVANOUGH, 25/6/70.

No. 6.

MINUTE OF THE TRAFFIC MANAGER, REPRIMANDING WARREN.

WATCHMAN WARREN has been severely reprimanded for making a malicious charge against M'Cabe, and must be informed that a similar occurrence will result in his dismissal. Warren would for this have been dismissed, but he states he has not had a book of rules; on this I wish Mr. Goold's report.

R. MOODY.

The Station-master, Wallerawang.

Warren never mentioned to me that he had not one, neither did he apply to me to procure him one; for all I know he might have been furnished with one at some other station before he came here.—J. B. GOOLD, 21/6/70.

See reg. 12-102; also general reg.—first page of book; also copy of general order attached hereto.—R.M., 22/6/70.

Station-master, Wallerawang,—Seen.—J. B. GOOLD, 23/6/70.

Station-master, Wallerawang,—I want to know why regulations have not been complied with?—R.M., 24/6/70.

This question appears to me to be tantamount to a charge; and its being general, in order to enable me to reply thereto, I submit, with very great respect, the Traffic Manager will be pleased to specify the particular regulation or regulations, and also the particular portions thereof which have not been complied with.—J. B. GOOLD, 25/6/70.

No. 7.

THE TRAFFIC MANAGER to MR. J. B. GOOLD.

Warren's complaint against M'Cabe.

I HAVE already pointed out the regulations which, with general order No. 10, should have been sufficient for Mr. Goold to reply to my inquiry as to why he did not, as Station-master, see that his staff were properly instructed, by seeing them supplied with a book of regulations, without anticipating a "charge" which has not been made. I must have a reply to my question, as Mr. Goold's question is no reply.

R.M., 29/6/70.

General order 111 was only received at this station on the 23rd instant, and has been duly complied with.—J. B. GOOLD, 30/6/70.

Station-master, Wallerawang.—The general order No. 10, copy enclosed and forwarded to Mr. Goold, as well as all the other Station-masters at the date, and was seen by me at Penrith; but that has nothing to do with my question. Why were books not furnished to porters on Wallerawang Station? If I do not get proper reply to my question, I must bring the matter at once before the Commissioner.—R.M., 2/7/70.

Rule-books were furnished to such porters as required them immediately on being supplied with same by the Traffic Manager.—J. B. GOOLD, 6/7/70.

This is no answer, but an evasion. These books were only asked for since the question has arisen.—R.M., 7/7/70.

General Order, No. 10.—24th September, 1869.

STATION-MASTERS are informed that it is the intention of the Traffic Manager to inspect stations and to examine the Station-masters and men as to their knowledge of the rules, regulations, &c., provided for their guidance. Station-masters are therefore requested to see that all their men are supplied with the book of rules, &c., so that no excuse may be offered by any one for being ignorant of his duties.

R. MOODY.

No. 8.

THE TRAFFIC MANAGER to THE COMMISSIONER FOR RAILWAYS.

Insubordination of Station-master and men at Wallerawang.

I ENCLOSE papers in reference to the above, some of which I decline to record, but I am compelled to invite the Commissioner's attention to the persistent evasion of the Station-master when called upon to show a reason for not supplying his men with rule-books:

R. MOODY, 7/7/70.

The services of Porter M'Cabe have since been dispensed with, and Watchman Warren has resigned.

No. 9.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

If Mr. Goold does not at once answer in a proper official manner the Traffic Manager's question, which is too plain to be misunderstood, I shall suspend him from duty for insubordination.

J.S., 8/7/70.

Traffic Manager.—C.A.G., 9/7/70.

Station-master, Wallerawang.—R.M., 11/7/70.

Reply enclosed, and forwarded per 1.15 A.M. up-train, 18/7/70.—J. B. GOOLD, 18/7/70.

No. 10.

MR. J. B. GOOLD TO THE TRAFFIC MANAGER.

Wallerawang Station,
16 July, 1870.

SIR,

The correspondence speaks for itself.—R.M.

See regulation 102. Has Station-master complied with this? And does this not clearly point out that Station-master, having the control of his men, must do what is done by every other Station-master—ask for what he needs?

Commissioner must form his own opinion on this.

If so, why need of a threat of suspension, and why so many indirect replies?

This general order cannot supersede the regulations, nor was it intended as more than a reminder to Station-masters that the Manager would have no excuse if he found them wanting. Mr. Goold has been a Station-master some years, and he knows that Station-masters make requisition for everything necessary to open stations, as well as to keep themselves supplied. Mr. Goold made requisition for Wallerawang Station necessaries, but he has certainly never asked for books until this correspondence compelled him to do so.

Station-master has the entire control of his men (regulation 102), and for all the Traffic Manager knew Warren may not have spoken the truth; that was why Mr. Goold was asked to explain.

Regulation 102.

As it is not denied that Warren only got his book subsequently, his receipt proves nothing. The Commissioner must be the judge of this as to whether it is evasive.

And this must be read with 102 and 105, as part of the Station-masters' duties.

I have the honor to acknowledge the Commissioner's minute of 8th instant (70/2426), received on the 12th, with enclosures, in which I am charged by the Traffic Manager with evasion, and to which charge I most respectfully submit I am not amenable.

To the Traffic Manager's minute of 7/7, inviting the Commissioner's attention to the "persistent evasion of the Station-master when called upon to show a cause for not supplying his men with rule-books"—I beg leave to reply,—“No rule-books were supplied to me by the Traffic Manager for such purpose previous to this correspondence, and as soon as he supplied them I gave them at once to such men as required them.”

This I beg leave to submit is a correct and valid reply, and in no way evasive, as “I could not deliver what I had not previously received;” and had the Traffic Manager intimated in the first instance that his question was intended to apply to these rule-books being supplied before this correspondence had arisen, and which I now, for the first time, glean from his minute also of 7/7, viz., “These books were only asked for since the question has arisen,” I would have answered his question as above without the slightest hesitation, for I could give none other.

The Commissioner's attention is now most respectfully invited to the dates of the Traffic Manager's several questions, as I find his first as to rule-books is on the 29th June, to which my reply of the 30th is as follows:—“General Order No. 111 (10) was only received on the 23rd instant, and has been duly complied with.” This I respectfully submit is true to the letter, and not in anywise evasive, in proof of which the Traffic Manager holds my receipt, dated the 24th June, for rule-books delivered to porters Mitchell and M' Cabe, that is to say, five days prior to the date of his question. This receipt is not among enclosures.

As to Warren particularly, he left this station for Sydney on the 11th June, and did not return to duty until the 25th, and, although he informed the Traffic Manager on the 17th instant that he had not a rule-book, yet the Traffic Manager did not give him one, nor even transmit me one to give him, and finding on his return that he was not supplied with one I at once applied for one, which did not come to hand until the 30th, when it was delivered.

It was therefore no fault of mine that Warren had not been supplied before the date of the Traffic Manager's question of the 29th. The receipt for Warren's rule-book is also not among enclosures.

My reply of the 6th instant, that “Rule-books were furnished to such porters as required them immediately on being furnished with same by the Traffic Manager,” is, I submit with very great respect, literally true and in no wise evasive, as the missing receipts just alluded to will prove beyond the shadow of a doubt.

Having now gone through the several portions of these papers *seriatim*, relative to the Traffic Manager's charge of evasion, I most respectfully submit that it is hereby completely disproved that there were no just grounds for making such a charge against me; that I never had the slightest intention at any time, or in any way whatever, of giving evasive replies; and that under these circumstances I trust and hope the Commissioner will be pleased to exonerate me from any such imputation.

I would now most respectfully invite the Commissioner's attention to “General Regulations,” first page of rule-book, in which is the following sentence, viz.:—“Every person in the service of the Commissioner shall be provided with a copy of these regulations.” The question naturally arises—“By whom, and at what time, is such person to be provided?”

Certainly; Station-master, as per rules 102 and 105.

Before a man can have his duties allotted to him, station-master should surely see that he is provided with proper instructions—102 and 105.

Warren said so, and the matter was referred for Station-master's explanation.

No other Station-master will deny that it is his duty to keep his men supplied with rule-books, and the neglect of other Station-masters can be no justification in this case. If the Traffic Manager is to be met at all other stations with the obstacles that he meets with at this station, it will be next to impossible to bring about that complete discipline which the rules provide for.

If Station-masters are to keep up this unseemly fire of evasion, the Traffic Manager will need an extra staff of clerks to record nonsense. A positive reply is what should be given, without evasion; and I hope the Commissioner will so signify this as to leave this matter no longer under misapprehension.

General order has nothing to do with this question, but is a mere reminder of regulations, and of necessity of keeping men supplied with rule-books. The copy was merely sent as a reminder, and was taken off the papers by Station-master instead of returning it as part of the papers.

Certainly not.

The new rate-sheet cancels all previous rates, but if anything is required at a station, Station-master applies on requisition for it; this applies to everything, including everything necessary for opening. This is why officers of supposed experience are appointed to open new stations. Mr. Goold was sent to Wallerawang on this account, and, as I said before, did make his requisition, and all he applied for was supplied; indeed, he has always prided himself on being the only officer who knew how to requisition for opening a new station.

I submit, with very great respect (the word *shall* being imperative), it must be by the Traffic Manager, as head of the department, either directly or through one of his officers, and when such person first enters the Commissioner's service; for it cannot be supposed that men would be in the Service for months without being provided with the necessary rules for their guidance.

Now, Warren had an interview with the Traffic Manager on the 17th June, when the Traffic Manager became cognizant of the fact that he (Warren) had no rule-book (see minute to that effect), yet he was permitted to resume his duty by the Traffic Manager without being supplied with one by the Traffic Manager himself, or through Warren's immediate superior.

Warren first entered the Commissioner's service in January last, so that on the 17th June the Traffic Manager was aware that Warren was in the Commissioner's service for months previous without being supplied with a rule-book, and with this personal knowledge he did not then supply one, until my application of the 25th, on which day I learned from Warren that he never had one, so that I have promptly complied in every instance with general order No. 10, which I only received at this station, as shown in these papers, on the 23rd of June last.

I now beg leave to furnish the following information, which I am inclined to think is among the papers not included in these enclosures, and is in the possession of the Traffic Manager, viz. :—

“Porter Mitchell first entered the Commissioner's service in November or December last, at the Sydney Station, and was not supplied with a rule-book then.”

“Porter M'Cabe first at Mount Victoria, then at Bowenfells, and was not supplied with a rule-book at either station.”

“Watchman Warren first entered the Commissioner's service in January last, at Mount Victoria, and was not supplied with a rule-book at that station.”

“Gatekeeper Beatty was also employed at Bowenfells for some four months before coming here on the 1st instant, and was not supplied with a rule-book at that station.”

“Porter Skinner, here only for a few days, was also employed at Bowenfells for some months, and was not supplied with a rule-book at that station.”

Such being the case, it is quite evident the officers in charge of the stations just mentioned (Messrs. Carlisle, Higgs, Middleton, and Norman) have omitted to comply with general order No. 10, whilst I, on the contrary, promptly obeyed it as soon as I had received it at this station, viz., on the 23rd June, as already proved by the missing receipts in the Traffic Manager's custody.

It is quite true a copy of this general order No. 10 was furnished to me when Station-master at Penrith, and there it still remains as a record for that station; but it cannot be supposed that it could apply to this (Wallerawang) station, which was not open for traffic for six months subsequent; and it is to be presumed that on this ground the Traffic Manager concedes this point in his minute of 2/7, wherein he states, “The general order, No. 10, enclosed, was forwarded to Mr. Goold, as well as all other Station-masters, at the date, and was seen by me at Penrith, but that has nothing to do with my question,”—because all orders should be issued *de novo* to a newly-opened station,—in the same way as the usual proclamation for the collection of tolls and the general conduct of the traffic at such newly-opened station.

Assuming therefore that this view is correct, I submit, with very great respect, the logical conclusion necessarily follows of the Traffic Manager having omitted to perform the functions imposed on him by his position as Traffic Manager, in not furnishing to this station copies of such orders on its being opened for traffic in March last, and particularly as to general order No. 10, which was not furnished until the 23rd June subsequent.

I will now, with the Commissioner's permission, enter on the subject of “Insubordination among the men at the Wallerawang Station” as stated by the Traffic Manager, and, in the first place, I regret to observe that the most important document connected with this matter is not among enclosures; how it has been left out is not for me to say. I append a copy on pages 24 and 27, from which I shall have to quote largely, in order that this question of insubordination should be clearly defined and thoroughly explained.

On

Station-master was informed of this the day after my minute was written. I could not deal with the matter unless by a journey to Wallerawang for the purpose; it was therefore left over for a proper opportunity, but as Warren in the meantime came to Sydney, and was absent through an accident, I could not therefore decide upon this without Warren's presence.

Mr. Goold certainly kept his benevolent intention out of sight.

Is this the kind of language to use if it was sought to convey to the Traffic Manager the benevolent intention now put forward?

If Mr. Goold is to be permitted to treat the Traffic Manager's office with that flippancy which is so apparent throughout this correspondence, and which is characteristic of his whole career in the Service, as disclosed by the papers of the department, then the Traffic department will never obtain that degree of efficiency and respect which it is fast gaining at every other station, but which would inevitably vanish.—R.M., 19/7/70.

On the 23rd May, Warren makes a charge against M'Cabe of being under the influence of drink on the night of the 19th. Evidence was taken, the charge disproved, which charge was pronounced by the Traffic Manager "malicious," and this decision was only communicated to me as Station-master on the 20th June, a month after the occurrence had taken place; and during all this time there is nothing in these papers to show that the Traffic Manager had brought this matter officially under the notice of the Commissioner.

An ill-feeling having thus been created between Warren and M'Cabe by Warren's complaint, and Warren having been fined in the meantime by the Traffic Manager for neglect of duty, as shown in appended copy, pages 23 to 27, which also contains a second charge for neglect against him, I was compelled, as a matter of duty, on the Traffic Manager's minute of 20th June, that "Watchman Warren is to return to duty within this week," to write as follows on the 21st, viz.:—"Seen. Perhaps the Traffic Manager will be pleased to reconsider his decision as to Warren resuming duty here. The facts contained in this report, coupled with his charge against M'Cabe in minute 70/1636, which the Traffic Manager designates 'malicious,' have, I regret to say, considerably weakened my confidence as to his faithfully discharging his duties here for the future."

On this the Traffic Manager writes on the 24th,—“The Station-master will, I presume, have done his duty in obeying directions given. I do not see what he can have to do with the Manager's duty.”

Warren was therefore continued at this station, as also M'Cabe, both residing under the same roof (the porter's house), though it is quite evident, I submit with very great respect, the intention of my minute of 21/6, just quoted, was to have them separated by removing Warren to some other station, and thus crush *in limine* the incipient germs of insubordination.

Still, anticipating an explosion would take place, and which I was most solicitous should be prevented, I submitted to the Traffic Manager, as shown in appended copy, pages 28, 29, "That M'Cabe's services could be dispensed with on the ground of retrenchment," so as to have Warren and M'Cabe separated.

The Traffic Manager, notwithstanding, continued his services here up to the 30th June, and in the meantime, on the very evening of Warren's resuming duty, on the 25th, the anticipated explosion took place in the porter's house, the particulars of which are given, and to which I need not further refer.

I now submit, with very great respect, that during the course of these proceedings I took the most effectual steps, had they been adopted, to prevent anything approaching in the slightest degree to insubordination, by having Warren and M'Cabe separated; but whether the action of the Traffic Manager in retaining both at this station might be deemed to have any tendency, directly or indirectly, to promote the insubordination of which he now complains, is a matter solely for the Commissioner's consideration.

I now conclude with the hope and trust that this my explanation of the various matters referred to herein will be deemed satisfactory; but should the Commissioner be pleased to cause my suspension from duty, I most respectfully request that I may be accorded the privilege usually granted to all officers of the Civil Service when placed under suspension, viz.:—The right of appeal to His Excellency the Governor and the Executive Council.

I have, &c.,
J. B. GOOLD.

No. 11.

THE CHIEF CLERK, RAILWAY DEPARTMENT, to THE TRAFFIC MANAGER.

Government Railways.—Minute-paper.

WILL the Traffic Manager please return to head office Minute-paper 70/2426, conduct of Station-master at Wallerawang?—C.A.G., Chief Clerk, B.C., 15 July, 1870.

Mr. Goold, to return at once.—R.M., 16/7/70.

Herewith, per 1.15 a.m. up-train, 18/7/70.—J. B. GOOLD, 18/7/70.

To Commissioner.—R.M., 18/7/70.

See decision in this case on 70/2787, paper No. 5 in Schedule.

No. 12.

MINUTES WITH REFERENCE TO SUPPLY OF RULE-BOOKS, &c.

Wallerawang Station,
25 June, 1870.

Memo. to Traffic Manager.

ONE book of rules required for Watchman Warren.

He informs me he was not furnished with one at Mount Victoria, where he was first appointed night-watchman about the 20th January last.

J. B. GOOLD.

Reg. book herewith.—E.H., *pro* R. MOODY, 27/6/70.

Wallerawang—Rule-book not yet to hand.—J. B. GOOLD, 28/6/70.

Received rule-book.—J. B. GOOLD, 30/6/70.

GENERAL ORDER, No. 146.

Traffic Manager's Office,
Sydney, 5 July, /70.

Memo. to Wallerawang—Regulation No. 153.

Is the above rule strictly complied with at your station?—R. MOODY.

No order-book has been supplied yet to this station for this purpose. As soon as one is furnished by the Traffic Manager the rule will be complied with.—J. B. GOOLD, 6/7/70.

Station-master, Wallerawang,—Has one ever been applied for?—R.M., 7/7/70.

No. I never had instructions to that effect, neither do I see anything in the regulations making it imperative on Station-masters to apply for such; on the contrary, it appears to me, that on the first opening of a station they should have been supplied by the head of the department, without being asked for; such appears to me to be the general scope and tenor of the regulations. As, however, the Traffic Manager would seem to imply it is necessary for the proper conduct of business that an order-book be kept, he will please supply one for that purpose.—J. B. GOOLD, 9/7/70.

No. 6.—Mr. Goold, writing an offensive Minute with reference to his application to have a cask of Ale, for his own use, carried free by Rail.

SCHEDULE.

NO.	PAGE.
1. Mr. Goold, inquiring if cask of ale will be carried free. 28 July, 1870	42
2. Commissioner's minute. Mr. Goold will be dismissed if he persists in such offensive conduct. 8 August, 1870.....	43

No. 1.

GOVERNMENT RAILWAYS.

RETURN of over-charges and under-charges at Wallerawang Station, July, 1870.

Date 1870.	Invoice No.	Station from.	Station to.	Name.	No. of Package	Description.	Weight charged.	Weight should be.	Rate charged.	Amount charged.	Amount should be	Over-charged.	Under-charged.
							cwt. qrs. lb.	cwt. qrs. lb.		s. d.		s. d.	
July 8	9	Sydney ...	Wallerawang	Goold ...	1	Cask ale ...	1 3 0	1 3 0	53/6	4 8	Nil ...	4 8	Nil

J. B. GOOLD.

Will the Traffic Manager please say if this O.C. will be allowed, being Station-master's supplies, and as a precedent for the future?—J.B.G., 28/7/70.

I cannot construe this as mere food and submit for Commissioner's instructions.—R.M., 29/7/70.

Chief Clerk,—Cannot be carried free.—J.S., 1/8/70.

Traffic Manager.—C.A.G., B.C., 2/8/70.

Mr. Goold.—R.M., 2/8/70.

Seen. To the Commissioner's ruling I am in duty bound to submit with all due deference, though the Traffic Manager, not being a medical man, much less my medical adviser, can scarcely be considered a competent authority as to what may be deemed food for my constitution.—J. B. GOOLD, 3/8/70.

To Commissioner.—R.M., 4/8/70.

On what date did the Commissioner's minute, respecting Mr. Goold's conduct, leave this office?—C.A.G., 6/8/70.

M.P., 70/2787, left office 3/8/70.—G.B.

No. 2.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THE above minute of Mr. Goold's supplies another instance of his offensive and insubordinate conduct; but as it appears it was written before my minute of the 28/7/70, commenting upon his general character for insubordination, reached his hands, I will not take further action in the matter, except to warn Mr. Goold that if after he has read my minute referred to he persists in the course of conduct which necessitated it, he will certainly be removed from the Public Service.

See paper No.
in Schedule 8.

J.S., 8/8/70.

Traffic Manager.—C.A.G., B.C., 10/8/70.
Station-master, Wallerawang, to see.—R.M., 11/8/70.
Seen.—J.B.G., 12/8/70.

No. 7.—Mr. Goold, requesting passes by Rail to procure supplies, and to have an investigation into conduct of certain parties furnishing information published in the *Empire* paper of 26th August, 1861.

SCHEDULE.

NO.	PAGE.
1. Mr. Goold, applying for a pass by Rail to procure supplies. 27 June, 1870	43
2. Do. do. on service to institute inquiry as to the party who furnished the secrets of the Railway Department to the <i>Empire</i> paper in 1861. 4 July, 1870	45
3. Commissioner's minute—Mr. Goold to state his charge without evasion, &c. 16 July, 1870	45
4. Mr. Goold's explanation. 23 July, 1870	45
5. Commissioner's minute—severely reprimanding Mr. Goold for his offensive and insubordinate conduct, and threatening him with dismissal. 28 July, 1870	46

No. 1.

MR. J. B. GOOLD'S APPLICATION FOR A PASS BY RAIL.

Wallerawang Station, 27 June, 1870.

Memo. to Traffic Manager,—

Will you please grant me a pass to go to Sydney on to-morrow to procure supplies, returning on Wednesday?

J. B. GOOLD.

Manager is up the line and will not return till late;—what other day will suit?—E. HERALD, 27/6/70.
From the 6th to the 7th July instant.—J. B. GOOLD, 1/7/70.
See general order; no pass can be issued.—E.H., *pro* R. MOODY, 4/7/70.

Mr. J. B. Goold to The Traffic Manager.

Wallerawang Station, 5 July, 1870.

Sir,

I have the honor to enclose my application of the 27th ultimo for a pass to Sydney for the purpose of "procuring supplies," and to which the Traffic Manager has been graciously pleased to reply "no pass can be granted." I most respectfully request the Traffic Manager will be good enough to submit this, with the enclosure, as early as possible, to the Commissioner for Railways, for his consideration, as I feel confident the Commissioner would never sanction such a decision as this of the Traffic Manager, which would virtually have the effect of subjecting me to the slow, lingering, and torturing process of perishing in the bush with cold and starvation.

I am, &c.,

J. B. GOOLD.

(70/2424.)

Government Railways.—Minute-paper.

The Traffic Manager to The Commissioner for Railways.

MR. GOOLD'S application for a pass was refused in consequence of recent instructions to discontinue the practice of giving passes to Station-masters, &c. I am sure the Commissioner never did intend to carry out the "torturing process" by leaving any one to "perish in the bush of cold and hunger," nor do I think that such a catastrophe is likely to arise in consequence of the withdrawal of passes (except on service or for medical advice). I am unable to justify the issue of passes, as although I found it the practice I can find

find no authority for it, and if it is to be done in one case I submit that it be made general by proper authority. Mr. Goold has not mentioned that he was up at Sydney very recently on a month's leave, and subsequently to his application to come up "to get supplies" he has applied for a pass "on service," but as the nature of the "service" was not stated I have returned it for such information.

R. MOODY, 6/7/70.

Is it absolutely necessary for Mr. Goold to come to Sydney for supplies, and what is the regulation in such cases?—J.S., 13/7/70.

Mr. Goold says it is. There is no regulation; but it has been the practice to give passes until I received recent instructions not to issue. The only regulation for free travelling that I can learn has reference to removals.—R.M., 14/7/70.

Wallerawang Station,
11 July, 1870.

Memo. to Traffic Manager,—

Will the Traffic Manager be so good as to inform me by this evening train whether in accordance with the principle contained in rule 26 he has yet submitted to the Commissioner my letter of the 5th instant, which was forwarded by the mail train on the morning of the 6th, relative to a pass to proceed to Sydney to "procure supplies"; and, if so, the decision of the Commissioner in reference thereto.

J. B. GOOLD.

Yes; both applications have been submitted; no decision yet received.—R.M., 11/7/70.
Seen.—J. B. GOOLD, 11/7/70.

Mr. J. B. Goold to the Traffic Manager.

Wallerawang Station,
12 July, 1870.

Sir,

Permit me to request the Traffic Manager will again be so good as to invite the Commissioner's attention to my letter of the 5th instant, relative to my application of the 27th ult., for a pass (permission) to proceed to Sydney to procure supplies, as it is utterly impossible that I can exist, unless allowed the opportunity of providing clothing,—my boots at the present moment being nearly worn off my feet.

I am, &c.,
J. B. GOOLD.

Chief Clerk.—R.M., 13/7/70.

Will Mr. Moody please return papers on which Mr. Goold applied for a free pass on service?—C.A.G., B.C., 13/7/70.

Mr. Goold; be good enough to return.—R.M., 14/7/70.

Permit me to correct a slight inaccuracy in the heading of this minute (70/2509), as to a free pass. I have not asked for a free pass, but a pass, which means permission. If granted free, so much the better; if not granted free, of course I am prepared to pay my fare as any ordinary passenger. The other papers referred to are enclosed.—J. B. GOOLD, 14/7/70.

Chief Clerk.—R.M., 15/7/70.

If Mr. Goold wishes leave of absence to come to Sydney, he should make application to that effect to the Traffic Manager; but his present application is for a "pass"; and "passes," unless in exceptional cases, are not now allowed.—J.S., 19/7/70.

Traffic Manager.—C.A.G., 22/7/70.

To note and return.—E.H., pro R. MOODY, 23/7/70.

To Wallerawang Station,—Seen. Reply herewith.—J. B. GOOLD, 25/7/70.

Mr. J. B. Goold to The Traffic Manager.

Wallerawang Station,
25 July, 1870.

Sir,

In reference to the pass mentioned in the enclosed minutes of Commissioner—2424 of 7/7/70, and 2509 of 13/7/70—which only came to hand at 11:30 p.m. on the 23rd instant, I beg leave to state, my application for this pass was made on the 27th June, and might have been granted in accordance with the practice then existing, as having been made prior to the new regulations, which were not to come into operation until the 1st July instant.

It is quite true I had a month's leave of absence, but it was under "Medical certificate" for "ill health." This fact the Traffic Manager has omitted to note in his minute of 6/7.

This leave of absence expired on the 19th of May last, on which evening I arrived in Sydney on my return to duty, which I resumed on the day after, viz., the 20th. This also the Traffic Manager is perfectly aware of; and from that day, the 20th of May, up to the present (now over two months) I have not been in Sydney, or in any place else, away from this station.

I am, &c.,
J. B. GOOLD.

This appears to be a renewal of Mr. Goold's application for a pass. A pass, as Mr. Goold has already been informed, cannot be allowed. Mr. Goold can have leave of absence to come to Sydney if he makes application to Traffic Manager as informed.—J.S., 27/7/70.

Traffic Manager.—C.A.G., B.C., 28/7/70.

Station-master, Wallerawang.—E.H., pro R. MOODY, 28/7/70.

Seen.—J. B. GOOLD, 29/17/70.

Returned to Chief Clerk.—R.M., 1/8/70.

45

No. 2.

(70/2425.)

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Memo.

Wallerawang Station,
4 July, 1870.

WILL you please grant me a pass to proceed to Sydney on Thursday next, returning on Friday, on service?

J. B. GOOLD.

Station-master, Wallerawang.—What service?—R.M., 5/7/70.

On Commissioner's service. With the view of waiting on the Commissioner and Engineer-in-Chief in reference to a leading article in the *Empire* newspaper of 25 August, 1861, and to institute inquiry as to the party supplying the information contained therein, thereby communicating to the public press the secrets of the Railway Department, contrary to the rules of the Civil Service.—J. B. GOOLD, 6/7/70.

To the Commissioner.—R.M., 7/7/70.

I must say that I fail to see in what way an incident of the kind referred to by Mr. Goold can be effectively dealt with, after a lapse of nine years. At all events, some precise information would be required before I could consent to Mr. Goold leaving duty to aid in investigating what would probably turn out to be, judging from the extremely indefinite nature of Mr. Goold's statement, a mere coinage of the brain.—J.S., 8/7/70.

Traffic Manager.—C.A.G., B.C., 11/7/70.

Station-master, Wallerawang.—R.M., 11/7/70.

If an inquiry is instituted, the result of such inquiry will show whether it is a coinage of the brain or not. It may possibly turn out to have been the primary cause of subsequent various proceedings in the Legislative Assembly, which may be said to continue up to the present time, relative to the importation of railway materials, &c., in which the names of Mr. Whitton and Mr. Fowler are prominently mentioned, and also it may be possibly traceable the causes which led to the retirement from the Ministry of the day the Honorable W. M. Arnold, Esq., then Secretary for Public Works. A personal examination of Mr. R. Moody, late Chief Clerk to the Railway Department, Mr. W. Hanson, late proprietor of the *Empire*, Mr. Bennett, present proprietor of same, and Mr. J. B. Goold, late Storekeeper, Railway Department, may throw some light on the subject.—J. B. GOOLD, 14/7/70.

Chief Clerk.—R.M., 15/7/70.

No. 3.

(70/2585.)

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

HAVING gone so far as this, Mr. Goold must state in writing explicitly what the charge is he prefers, and against whom that charge is directed.

I cannot permit the character of any officer to be whispered away, as it were, by insinuations and half revelations.

Mr. Goold evidently has a charge to make against some officer of this department, and he must now make the charge distinctly, without evasion or equivocation of any kind.

J.S., 16/7/70.

Traffic Manager, to forward to Mr. Goold.—C.A.G., B.C., 19/7/70.

Mr. Goold, Wallerawang.—E.H., *pro* R. MOODY, 19/7/70.

Reply herewith.—J. B. GOOLD, 23/7/70.

No. 4.

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Wallerawang Station,
23 July, 1870.

SIR,

I do myself the honor to acknowledge the Commissioner's minute of the 16th instant (70/2585) covering a previous minute of Commissioner (70/2425) received by me on the 19th instant, and in reply beg leave to state I have made no charge; I merely court inquiry into a matter in which I am personally interested.

Such being the case, I may now be permitted to state, for the information of the Commissioner, that "I was personally accused as the party supplying the information referred to in minute 70/2425; that I was subjected to an examination concerning same, by the present Under Secretary for Public Works, then Commissioner for Railways, and the Engineer-in-Chief; that I had no intimation given to me prior to the examination taking place that I was to be so examined; that I had never seen or heard of the article in question until at this examination it was pointed out to me by the Commissioner, and I was in consequence deprived of all opportunity to produce the necessary proofs to rebut it."

These proofs I shall be prepared to produce at the proper time and place.

I was, in consequence of this, looked on with distrust and suspicion; my character, in the words of the Commissioner, was "whispered away," the epithets "spy and detective" were of frequent, I might say daily, occurrence, in connection with my name for years after; and the odium of this transaction is not even yet obliterated, but attaches to me up to the present day.

I therefore submit, with very great respect, that my character, being thus impeached, can only be cleared from this imputation by instituting inquiry into the causes which led to my being so suspended as the party furnishing the information already alluded to.

Recent

Recent circumstances have left the impression on my mind that my services in the Railway Department may be of very short duration, and it is consequently imperatively necessary that before my retirement takes place, I should leave with a character unblemished and unsullied, without even the faintest breath of suspicion attaching to it.

Two of the circumstances I would most respectfully invite the Commissioner's attention to,—

- " 1st. The charge of insubordination brought against me by my immediate superior, the Traffic Manager, in Commissioner's minute 70/2426, on the charges of Warren and McCabe, which I trust I have already rebutted, and proved to be groundless.
- " 2nd. The refusal of the Traffic Manager to grant my application for a pass on the 27th ultimo—that is, permission to absent myself from duty to enable me to proceed to Sydney to procure supplies—the supplies required being clothing, &c., to protect my health against the extreme inclemency of the weather in this almost inhospitable region,—a privilege never yet denied to the lowest paid servant in the Commissioner's service."

See papers marked No. 1 in this Return.

Copies of the correspondence relative to this pass are appended in pages 7 to 10, from which it will be seen I requested my application to be submitted to the Commissioner on the 5th instant; and up to this moment I have not had the honor of being informed whether the Traffic Manager's refusal had been ratified by the Commissioner or not.

These two instances are evident signs that my retirement from the Railway Service is looming in the distance, and I am therefore bound before leaving that no stigma attaches to my character, on which I shall have to depend to earn my daily bread.

I am gratified to learn the Commissioner has decided, in this his minute (70/2585) that " he cannot permit the character of any officer to be whispered away;" and as I am an officer in the Railway Department of twelve years standing, I now claim most respectfully to be entitled to the full benefit of this decision, viz.,—"by instituting the inquiry sought for, to enable me to clear my character from the suspicion which has for a long period impended over it."

I have, &c.,
J. B. GOOLD.

P.S.—The Commissioner's decision, relative to the pass referred to herein, has been received by me this evening at 11:30 p.m., hours after the foregoing reply had been written.—J. B. GOOLD, 23/7/70.

No. 5.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

(70/2787.)

Government Railways.

MR. GOOLD having in his minutes of 6th July and 14th July insinuated that he had some charge to make against an officer of this department, he was called upon to be more explicit, and to state without evasion or equivocation what the charge consisted of, and against whom it was to be brought.

In reply he states, with characteristic evasion, that he makes no charge, but courts inquiry into a matter in which he is, he states, personally concerned, and which took place nearly 10 years ago.

The reason afforded by Mr. Goold for raising the question after this lapse of years is, that circumstances have left the impression on his mind that his services in the Railway Department may be of very short duration, and "it is consequently necessary that he should leave with a character unblemished and unsullied, without even the faintest breath of suspicion attaching to it."

One of the recent circumstances alluded to is that the Traffic Manager has brought under my attention the insubordinate conduct of Mr. Goold—conduct which Mr. Goold has endeavoured to explain away, but entirely without success; and I may assure him that if he continues to act in the offensive and insubordinate manner which has characterized his conduct (not the less insubordinate and offensive because it is cloaked in some instances under a semblance of submissiveness), I shall have no other course to pursue than to recommend his dismissal.

No inquiry is needed as regards Mr. Goold's character, and whether he leave the Service now or at any future time a perusal of the records in his case will show that he has been a very troublesome officer of the department. It would be more creditable to Mr. Goold, and of greater advantage to the department, if he would endeavour to devote himself to his duties, instead of wasting the time of others, by obliging them to deal with such useless matter about which he has written.

J. S., 28/7/70.

Traffic Manager.—C.A.G., B.C., 3/8/70.
Station-master, Wallerawang.—R.M., 3/8/70.
Seen.—J. B. GOOLD, 5/8/70.
Chief Clerk.—R.M., 6/8/70.

No. 8.—Traffic Manager, complaining of irregularity in signalling Trains at Wallerawang Station, and spirit of opposition exhibited by Mr. Goold, the Station-master, to instructions.

SCHEDULE.

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No. 1.

REPORT FROM INSPECTOR NORMAN.

Government Railways,
Bowenfels Station,
15 November, 1870.

Memorandum to Traffic Manager.

At Wallerawang Station to-day, during the time the goods-train was shunting, the distance-signal at Sydney end of the yard was lowered to "All right," and as this is in direct opposition to rule 71, I feel bound to make a special report on the subject.

J. NORMAN.

Station-master, Wallerawang, for explanation. When last at Wallerawang I had occasion to call the Station-master's attention to the working of his signals.—R.M., 16/11/70.

No. 2.

MR. GOOLD'S EXPLANATION.

THIS was the only train during the day to arrive, as also on Thursdays and Saturdays; there was therefore no absolute necessity to place the distance-signal at danger, as no train was following up; independent of this, the Sydney end of the yard was protected by the semaphore.

I may add, the supposed time of arrival of the goods-train on these days is at 1:30 p.m., and it is scarcely or ever in then, and very often between 3 and 4 p.m. Being short-handed I have instructed the pointsman to lock the siding-points and lower the distance-signal to admit the goods-train on the through road, so as to employ his time in the goods-shed, instead of waiting the arrival of this train for two or three hours doing nothing.*

With reference to what the Traffic Manager personally observed, I may add that a train standing by the station platform is thoroughly protected without signals at all, being on a loop line, not the main road, so that a train following could not come into collision with it, unless the points were held open to admit it.

J. B. GOOLD, 19/11/70.

Station-master, Wallerawang,—Instead of such useless illogical correspondence I must request Mr. Goold to carry out his duty in accordance with the book of regulations and such orders as he may receive from the Traffic Manager. Mr. Goold cannot possibly know what trains may go into his station, and even if he did know that is no excuse or argument to relax discipline or neglect rules 71, 73, and 74. These rules were made to be observed, and I must have a better excuse before they can be disobeyed.—R.M., 22/11/70.

Seen.—J. B. GOOLD, 23/11/70.

* What is rule 73 for?—R.M.

No. 3.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

As I find it next to impossible to obtain that ready obedience to my instructions which the public safety demands, I forward this correspondence to the Commissioner that he may see the difficulties we have to contend with in dealing with officers, whose most prominent characteristic is to endeavour to demonstrate the futility of giving orders without having the necessary power to compel obedience. Inattention or carelessness of signals is in 99 cases out of every 100 the main cause of accidents at stations.

R.M., 24/11/70.

No. 4.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THE Traffic Manager must again warn Mr. Goold of the inevitable end of these repeated complaints.

They are accumulating very fast; and Mr. Goold if he persists in this line of conduct will leave the Government no alternative but to remove him from the Service.

J.S., 2/12/70.

Traffic Manager.—C.A.G., B.C., 8/12/70.

Station-master, Wallerawang.—R.M., 9/12/70.

Seen.—J. B. GOOLD, 12/12/70.

Returned to Chief Clerk.—R.M., 13/12/70.

No. 9.—Dawson & Co., complaining that Mr. Goold, Station-master at Wallerawang, had not trucks to convey their sheep.

SCHEDULE.

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No. 1.

DAWSON & CO. TO THE SECRETARY FOR PUBLIC WORKS.

246, Pitt-street, Sydney,
30 December, 1870.

SIR,

We have to request that you will cause inquiry to be made respecting the conduct of the Station-master at Wallerawang. We had, about the middle of this month, upwards of 4,000 sheep, belonging to the Peel River Company; it was our intention to bring them down by train to Homebush; the trucks were ordered for that purpose, and our drover instructed to forward them from there. We received the first draft of nearly 1,000 sheep in due order, but we were astonished on receiving a letter a few days afterwards from the drover stating that he had started overland with remaining 3,000 odd, making as his excuse that the Station-master at Wallerawang had informed him that he was not likely to get trucks for the remainder until after Christmas. Mentioning this circumstance to the Station-master of the Redfern Station, he expressed his surprise, as a large number of trucks had been despatched for the purpose of bringing down these sheep. We may also mention that we made a similar complaint a short time back, and we then addressed a communication to your predecessor, and to which we beg to refer you, as it will show you that this is not the first serious complaint we have to make against the same station. We beg to show you that we have some cause for complaint, that owing to this misdirection on the part of the Station-master the owner of the sheep will suffer a loss of £200, and your department the freight, say £75.

We may also instance that Messrs. Oakes, of Bathurst, have experienced so much annoyance in this way that they now make a point of avoiding the railway as a means of transit. Trusting that our representation will have the effect of producing some change, and induce those employed in the Railway to facilitate transit instead of obstructing it,

We are,
Pro DAWSON & CO.,
J. DAWSON.

Traffic Manager to inquire and report immediately.—J.B., 31/12/70.
Report herewith.—R.M., 4/1/70.

No. 2.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Government Railways.—Minute-paper.

Subject:—Messrs. Dawson and Co.'s complaint against Station-master, Wallerawang.

I ENCLOSE copy of Mr. Goold's explanation of this complaint, which, as to the supply of trucks, is certainly correct; and knowing that Mr. Dawson was inclined to look with suspicion on the assistance he was likely to get from the Station-master, I kept myself daily informed of the supply of trucks available, and also kept Mr. Inspector Higgs advised so as to keep up a supply. From the truck returns I am aware that Inspector Higgs used every exertion in this matter, and that the supply was sufficient, as stated by Mr. Goold; but which is to blame for not loading the sheep, whether the station-master or the drover, it will be impossible to decide, unless the drover and Station-master can be brought face to face on the spot.

With reference to a previous complaint (11th October last) the same difficulty arose. The complaint was met with a flat denial by the Station-master (70/3,356), of which Messrs. Dawson & Co. were informed, Mr. Dawson afterwards promising to let me have some further information which, however, he did not do.

I may perhaps be permitted to remark that the sheep traffic is most precarious and uncertain, and when we do get notice to provide trucks it is generally from two or three firms simultaneously, and as each one is of course interested most in their own flock a scramble takes place, upsetting entirely any devised plans for the conveyance of the sheep in proper drafts; at the same time I am bound to admit that I do not get any such complaints of the working of any other station where we take in sheep.

R. MOODY, 4/1/70.

70/3,356 attached
to Mr. Goold's
report.

No. 3.

No. 3.

Mr. Goold, for full report.—R.M., 2/1/71.

MR. J. B. GOOLD'S REPORT.

THE enclosed complaint of Messrs. Dawson & Co., bearing date the 1st April and 1st August, 1870, respectively, having reference to matters which may have occurred on the Southern Line, in no way affect this station, and therefore need no reply from me.

The complaint of the 30th ultimo, in 70/4950, is the only one I have to deal with, the gravamen of which appears to be contained in the drover's letter to Messrs. Dawson & Co., to the effect that "the Station-master at Wallerawang informed him that he was not likely to get trucks for the remainder until after Christmas."

This I most emphatically deny, and it must have been nothing less than a pure invention on the part of the drover, and his motive for saying so will easily be seen by-and-by.

The facts are simply these:—Traffic Manager's M.P. 70/4006 advised this station that 4,500 sheep for Messrs. Dawson & Co. were to be trained here, in lots of 900 at a time, the first to be loaded on the 15th ultimo.

My reply thereto was as follows:—"We have not now sufficient trucks for wool, and I presume trucks for these sheep will have to be sent from Sydney."—12/12/70.

On the 15th we had 46 trucks available for these sheep (having been collecting them since the 12th), but no sheep had arrived. On the following morning, however, at 6 a.m., 896 were yarded, loaded, and despatched by the 9 a.m. up-goods, in 22 trucks. I then told the drover to bring in at once a second lot, so as to have them loaded for the 4 p.m. up-goods same day; his reply was, they were some 10 miles off, and he could not have them in. Here, then, were 24 trucks waiting on them, and these sheep did not reach here until noon on Saturday, the 17th.

Late on the evening of the 16th (Friday), a flock of sheep for Messrs. Pitt arrived, and were yarded, the sheep-yard being unoccupied. I had advice of these sheep from Traffic Manager, in letter 561, of the 13th, directing to deal fairly between both parties, as the two flocks were to be here simultaneously; in point of fact, to act on the principle of "first come, first served"; hence Messrs. Pitt's sheep were loaded up on the morning of the 17th, in 16 trucks, and despatched by the 9 a.m. up-goods; and thus Messrs. Dawson's drover lost the opportunity of forwarding his second lot.

At noon on the Saturday I pointed out to him 12 trucks ready for him to load, and also informed him that I expected more to arrive about 3 p.m. by the down-goods; he refused to load any then (in fact it is not usual to load up on Saturdays after the 9 a.m. up-goods train leaves, as they would have to stand in the trucks, either here or at Penrith, to tide over Sunday, a period of nearly three days), and I arranged he should call after the goods arrived, so as he would know exactly how many would be ready for Monday morning.

Trucks did arrive, as I expected, to the number of 16, by the down-goods, and the drover never came to inquire after them; on the contrary, he travelled in the sheep, of which fact I did not become cognizant until the Sunday morning, on my sending to the camping-ground to inquire after him.

It will thus be seen the drover is the party to blame, not having the sheep at hand on the Friday, to load up the 24 trucks then ready for him, and in leaving on Saturday, though 12 trucks were in the siding, and not remaining until the Monday morning, when 28 trucks could be loaded before the 9 a.m. up-goods would leave; 3,000 would then have been forwarded.

I am unable to reply to the other complaints referred to by Messrs. Dawson & Co., such not being enclosed; if however there are any such not already explained away, I hope it will be found there will be as little grounds for them as in the present one. See M.P. 71/3356, attached.

Wagon returns in Traffic Manager's office will prove the number of trucks.

J. B. GOOLD, 3/1/71.

No. 4.

DAWSON & Co. to THE TRAFFIC MANAGER.

246, Pitt-street, Sydney,
11 October, 1870.

DEAR SIR,

We shall feel obliged by your sending trucks for 600 large sheep to Wallerawang, on Monday, the 17th instant; the sheep to be loaded on the following day for Homebush. We make this request thus early so that there may be no mistake with reference to the trucks.

Referring to the last lot of 897 sheep, received from Wallerawang, we beg to bring under your notice the following remarks, taken from a letter from Messrs. R. & W. Oakes, of Bathurst:—

"The drover assures us he delivered 897 sheep on Thursday morning; but he says the Railway officials at the station told him not to bring any more as they did not pay, and it was too much trouble. A pretty state of things—is it not?"

We commend the foregoing to your attention, and perhaps you will inquire into the matter. You will remember the sheep did not arrive on the same day, to our great disappointment.

Yours, &c.,
DAWSON & Co.

Station-master, Wallerawang, for report. Make necessary provision of trucks and nets.—R.M., 12/10/70.

Seen. The drover's statement referred to is simply untrue. All were duly despatched from here on the 6th. We have nothing to do with their arrival.—J. B. GOOLD, 13/10/70.

Mr. Inspector Higgs to explain alleged detention.—R.M., 14/10/70.

The whole of the sheep could not be brought down at once, as the reversing station, Lapstone, Zig Zag, will not hold more than nineteen trucks.—E. HIGGS, 15/10/70.

Inform: Station-master, Wallerawang, states that there is no truth in the message alleged to have been sent by the drover, and that no time was lost in forwarding the sheep in question, which necessarily had to be brought down the mountains in two trains.—R.M., 17/10/70.

L.B.E., 226.—18/10/70.

No. 5.

MINUTE OF THE MINISTER FOR PUBLIC WORKS.

MR. GOOLD must endeavour to conduct the business of this station in a more satisfactory manner.

J.B., 9/1/71.

Informed.—R.M., 10/1/71.

To Commissioner.—R.M., 11/1/71.

Inform Dawson & Co.—J.R., 17/1/71.

Messrs. Dawson informed.—18/1/71.

No. 6.

THE COMMISSIONER FOR RAILWAYS to DAWSON & Co.

(70/4950.)

Department of Public Works,
Railway Branch,
18 January, 1871.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of 30th December last, complaining of the conduct of the Station-master at Wallerawang, and to inform you that Mr. Goold has been cautioned and informed that he must conduct the business of this station in a more satisfactory manner for the future.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

No. 7.

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Wallerawang Station,
14 January, 1871.

SIR,

I have the honor to acknowledge the Traffic Manager's letter of the 10th instant, relative to Messrs. Dawson & Co.'s complaint in M.P. 70/4950, informing me merely of the Commissioner's decision, viz. :—

“Mr. Goold must endeavour to conduct the business of this station in a more satisfactory manner.”

May I request the Traffic Manager will be pleased to procure me the papers for perusal, so that I may be enabled to judge in what the unsatisfactory management, if any, of this station consists, and take the necessary steps to remedy them for the future.

I have, &c.,
J. B. GOOLD.

Forwarded to Commissioner. Copy of memo. sent to Mr. Goold enclosed.—R.M., 17/1/71.

Copy of Traffic Manager's memo., sent to Mr. Goold.—M.P. 70/22.

Traffic Manager's Office,
Redfern Station,
Sydney, 10 January, 1871.

Station-master, Wallerawang,—

Mr. Dawson's complaint.

I have to invite your attention to the Commissioner's minute on the above, a copy of which I enclose for your information :—

“Mr. Goold must endeavour to conduct the business of this station in a more satisfactory manner.—J.B., 9/1/71.”

R.M.

Seen.—J.B., 21/1/71.

The Traffic Manager should inform Mr. Goold that the Commissioner has marked his application “Seen.” Please return papers.—C.A.G., B.C., 23/1/71.

To Commissioner,—Returned.—R.M., 24/1/71.

No. 10.—Porter Thomas Mitchell's complaint of Mr. Goold's unkindness to him.
Mr. Goold visiting Mr. Shaw's public-house until early in the morning, &c.

SCHEDULE.

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7. Commissioner's minute—That Mr. Goold should transact his business at his office. 17 March, 1871	52

No. 1.

MR. J. B. GOOLD TO THE TRAFFIC MANAGER.
Government Railways—Memorandum to Traffic Manager.

Wallerawang Station,
14 February, 1871.

PARCELS-porter Mitchell has not yet returned to duty, which he should have done on Saturday, the 11th, unless an extension of leave was granted by the Traffic Manager.

There are some ugly rumours here concerning him, as to his being engaged in some affair of gallantry with some young lady who accompanied him to Sydney on the morning of the 11th.

I therefore submit whether it may not be advisable to send another to take his place?

J. B. GOOLD.

To Commissioner.—I think this man's services should be dispensed with.—R.M., 15/2/71.
Copeland Bennett succeeded.—R.M., 25/2/71.

No. 2.

MR. T. MITCHELL TO THE TRAFFIC MANAGER.

90, Devonshire-street,
Sydney, 14 February, 1871.

SIR,

Not being granted a pass to Sydney from Wallerawang, I obtained one day's leave of absence from the Station-master, leaving there by the 1.5 a.m. train on Saturday last, purposing to return the same evening, but being taken very unwell after arriving I was unable to do so, and yesterday (Monday) I called at your office to ask for further leave, but still feeling too unwell to return, feel it my duty to ask you to place another porter in my situation at Wallerawang, for the hours there are so long that, did I do so, I should soon be compelled to apply for change of stations, as it is to this I attribute my present ill health. I should feel greatly obliged if you would allow me to remain from business until my health is renewed, and trust you will be pleased to retain me as a Government servant.

Submitting this to your kind consideration,

I have, &c.,
THOS. MITCHELL.

No. 3.

MR. T. MITCHELL TO THE COMMISSIONER FOR RAILWAYS.

90, Devonshire-street, Strawberry Hills.

SIR,

Having been dismissed from the Wallerawang Station, without, I consider, a sufficient cause, viz., sickness preventing my returning from Sydney to that station on the day I should have, I sincerely trust you may be pleased to take the matter into consideration, as I can prove to you that great injustice has been done me, for all the other porters at Wallerawang got a free pass to Sydney, or their respective homes, with three days leave of absence, and one of them four days, their wages going on as usual, but I applied for a pass through the Station-master in the usual way, and was not granted it, but got permission from the Station-master to visit Sydney for one day only, and had to pay for my ticket 16s. 8d., besides losing the day's pay. Now, this is the injustice to which I allude, and I pray for an investigation in the matter, for I feel convinced when you hear the rights of this that you will be pleased to place me again on the line. As I am not the party deserving to be discharged, I cannot refrain from bringing this before you, and hoping you will pardon me for so doing,

I have, &c.,
THOS. MITCHELL.

Traffic Manager.—J.B., 28/2/71.

To Commissioner.—Before taking any further steps in this matter I would suggest that Mr. Mitchell should state more explicitly what he wishes inquired into, so that "the rights" may be ascertained, as he darkly hints that some other person ought to have been dismissed instead of himself.—R. MOONX, 28/2/71.

Approved.—J.B., 2/3/71.

Wrote, Mr. T. Mitchell, 3/3/71.

No. 4.

THE COMMISSIONER FOR RAILWAYS TO MR. T. MITCHELL.

Department of Public Works,
Railway Branch,
Sydney, 3 March, 1871.

SIR,

In reference to your letter of the (not dated), requesting that the circumstances connected with your dismissal from the employment you had at the Wallerawang Station may be reconsidered, and that you may be re-instated—urging in support of your request that if the facts be ascertained, you are not the party deserving to be discharged,—I have the honor to inform you, that as it appears that you have some statement to make, which, while showing your case in a more favourable light, will implicate some one else, you should at once reduce to writing any communication which you may desire to make, in order that an investigation may take place. I may add, that to accomplish this it is necessary that you should be explicit.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

No. 5.

MR. T. MITCHELL'S STATEMENT.

Mount Victoria Station.

THOS. MITCHELL states that he was parcels-porter at Wallerawang until the 10th February last, from 1st March, 1870—the whole of which time I led a miserable life with the Station-master, he being in the habit the last few months of visiting the public-house, kept by Mr. Shaw, and remaining there until 3 and 4 in the morning, and remaining in bed until 11 a.m. the same day.

I attribute his unkindness to me, he knowing I was cognizant of the above.

THOS. MITCHELL.

Received.—J.B.G., 4/3/71.

No. 6.

MR. J. B. GOOLD'S EXPLANATION THEREON.

WITH reference to the foregoing complaint of Porter Mitchell's, I have the honor to state that I am unaware having in any way acted unkindly towards him, but, on the contrary, with the greatest leniency, as can be proved by independent evidence of the persons in the neighbourhood, and even by Mr. Shaw, to whom he particularly refers.

It is quite true, however, I had to look him up very sharply in the matter of his parcels cash, in which he was repeatedly deficient, but which he used subsequently pay over, after having borrowed it from others, as I am credibly informed, for that purpose.

What he is pleased to state,—my lying in bed until 11 a.m., as if to sleep off the effects of my visiting Mr. Shaw's public-house, is simply this: That my hours on duty are from 10 a.m. to 2 a.m. the following morning (16 hours out of the 24), and when extra goods-trains have to be run, which are of frequent occurrence, I cannot retire to rest until between 3 and 4 a.m.

Porter Mitchell's duties terminate at 1:15 a.m., and what kept him prowling about the station after that hour instead of retiring to rest can only be conjectured from what led to his dismissal.

I may now add, that I never enter Mr. Shaw's house except on business, when I have to see gentlemen or carriers on matters connected with the traffic, who may be stopping there.

Visiting Mr. Shaw's public-house would seem to imply other than habits of temperance; to this I may safely say that no one in these Colonies has seen me under the influence of intoxicating drink since I entered the Railway Service in 1858.

J. B. GOOLD, 4/3/71.

The Honorable J. Byrnes, Esq., M.L.A., Secretary of Works.

See attached memo., sent by Traffic Manager, a verbal explanation of which he has given the Commissioner.—7/3/71.

[Memo. attached.]

Sydney, 17 Feb., 1871.

To the Traffic Manager,—Please pay Mr. Tidswell the sum of two guineas (£2 2s.) out of my salary.
—THOS. MITCHELL.

To Cashier.—R.M., 21/2/71.
£2 2s. herewith.—J.T.B., 22/2/71.
Settled.—F. TIDSWELL.

No. 7.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

It will be much better in future, if, when Mr. Goold has business to transact with persons who may be at Mr. Shaw's, he would see the parties in his office only.

J.B., 17/3/71.

Traffic Manager.—J.R., B.C., 17/3/71.
Station-master, Wallerawang, to note.—R.M., 18/3/71.
Seen.—J. B. GOOLD, 21/3/71.
Chief Clerk.—R.M., 23/3/71.

No. 11.—Mr. Goold, wishing an interview with the Commissioner, to rebut certain charges preferred against him.

SCHEDULE.

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No. 1.

MR. J. B. GOOLD to THE SECRETARY FOR PUBLIC WORKS.

Wallerawang Station,
7 August, 1871.

SIR,

Certain papers having within the last few days passed between the Traffic Manager and myself with your minutes thereon, are of such grave importance to me as to compel me, though very reluctantly, to appeal to you direct in the matter, even at the risk of incurring your displeasure or censure in overstepping a rule of the Service, by which subordinate officers are bound to communicate with the head of their department, through their immediate superiors.

In extenuation of this course, I most respectfully submit I may be permitted to plead "precedent," sanctioned by the Traffic Manager in his minute of 71/1442, now before me, wherein parcels porter Driver at this station communicates with the Traffic Manager direct, without such correspondence passing through his immediate superior in the first instance; and such being the case, I sincerely hope I may not be considered censurable for taking a similar course.

The papers to which I particularly allude in the first part of this letter are contained in Commissioner's minute, 71/2734, wherein the Traffic Manager has been pleased to charge me with "a chronic insubordinate spirit," a grave and most serious charge, prejudicial to my character, jeopardizing my position in the Public Service, and tending sooner or later to deprive me of my daily bread.

Under these circumstances, I appeal to your sense of justice and humanity to afford me the opportunity, by *viva voce* explanation, in the presence of the Traffic Manager, of rebutting this charge, and clear my character from such a stigma,—a privilege which I feel confident would be accorded by you to the lowest paid servant in the Service.

I have, &c.,
J. B. GOOLD.

No. 2.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

Declined.—J.B., 11/8/71.

Inform.—I have looked through the papers of my predecessor and find a very strong minute on the subject of Mr. Goold's gross insubordination to his superior officer, and I now consider his conduct is not one iota behind that which called for Mr. Sutherland's strong condemnation. I therefore decide that Mr. Goold must conduct himself with greater propriety in his place under the Traffic Manager, or I shall feel it to be my duty to suspend him and recommend his dismissal from the Public Service.—J.B., 11/8/71.

The Traffic Manager will please inform Mr. Goold.—C.A.G., B.C., 12/8/71.

Seen: Informed.—R.M., 12/8/71.

No. 12.—Mr. Goold refusing to pay Mr. Stiles's expenses whilst acting as Station-master at Wallerawang in Mr. Goold's absence.

SCHEDULE.

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No. 1.

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No. 1.

Government Railways,
Wallerawang Station,
19 June, 1871.

MR. J. B. GOOLD to THE TRAFFIC MANAGER.

Memorandum to Traffic Manager.

THE Traffic Manager will please give me a pass to Sydney on Thursday next, returning on Friday, for the purpose of completing bonds and other arrangements relative to the post-office at this station.

As Mr. Kensett is but slightly up in the passenger traffic and station duties, it will be advisable to send some one to take charge during the interim.

J. B. GOOLD.

Pass—Mr. Stiles to relieve Mr. Goold on usual terms, viz., board and lodging.—R.M., 21/6/71.
Station-master, Wallerawang. Seen.—J. B. GOOLD, 21/6/71.

No. 2.

MR. H. STILES to THE TRAFFIC MANAGER.

Rydal, 26 June, 1871.

SIR,

Would you kindly grant me expenses for the time I was relieving the Station-master at Wallerawang, viz., 3 nights and 2½ days?

My hotel expenses for board and lodging for that time was £1.

It is more than I can afford, on a salary of 6s. 6d. per diem, to pay board at Rydal, and then relieve some one and pay for my board, &c., by the meal. It is doing the Government work and deriving no benefit for it, but spending most of the week's pay in expenses which I have no right to bear.

I beg to bring under your notice that a fine of £5 is being deducted from my pay for M'Kay's claim.

I am, &c.,

HENRY T. C. STILES.

Station-master, Wallerawang.—This should go to Mr. Goold for settlement.—R.M., 27/6/71.

I have nothing to do with Mr. Stiles's fines or expenses.—J. B. GOOLD, 28/6/71.

To Commissioner,—As from papers attached, it will be seen that Mr. Stiles was sent to Wallerawang to relieve Mr. Goold for a business not connected with this department, and as Mr. Goold did acquiesce in the arrangement to provide Mr. Stiles with board, I do think he should not now saddle Mr. Stiles with expenses for relieving in a matter when Mr. Goold only was to profit.—R.M., 4/7/71.

No. 3.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

MR. Goold must pay this amount, or Mr. Moody must see it paid out of Mr. Goold's salary.

J.B., 10/7/71.

Station-master, Wallerawang, will no doubt settle this with Mr. Stiles.—R.M., 10/7/71.

The Traffic Manager,—Mr. Stiles, I respectfully submit, ought to be called on for a bill of particulars omitted from these papers, as Mr. Shaw, with whom he lodged, informs me a considerable amount of these expenses was for grog alone, and I am unable to see why I should be compelled to pay Mr. Stiles's grog score.—J. B. GOOLD, 15/7/71.

Station-master, Rydal,—Ask Mr. Stiles to explain Mr. Goold's statement as to grog score, &c.—R.M., 17/7/71.

Mr. Stiles,—For explanation.—T. M. GIBLIN, 19/7/71.

No. 4.

MR. H. STILES to MR. S. T. GIBLIN.

WHEN I sent in my application for expenses it was for money actually expended by me in relieving Mr. Goold, an amount which I would not have incurred had I been at my own station.

Herewith I append Mr. Shaw's account for 15s. for my board and bed.

The Traffic Manager will notice a difference of 5s.

When at Wallerawang I was suffering from a very severe cold, and not being at home was unable to obtain the usual domestic remedies for promoting a perspiration, resorted to the only means to be obtained at a public-house, but the expense was not equal to the balance.

The only reason I can give for this amount being so large is owing to Mr. Shaw making a mental calculation (when I asked him what was my account) and saying £1.

Why I did not answer before now was owing to my being unable to get the account from Mr. Shaw before. I had previously ridden and written once to Wallerawang, but owing to Mr. Shaw being busy loading sheep he forgot all about it.

I have no doubt upon my mind should the Traffic Manager allow me a *viva voce* explanation, that I can satisfy him upon all points.

I am, &c.,

HENRY T. C. STILES.

The Traffic Manager, Redfern,—Mr. Stiles's explanation herewith.—THOS. M. GIBLIN, 22/7/71.

Station-master, Wallerawang,—Amended account to Mr. Goold.—R.M., 25/7/71.

Mr. Stiles to John Shaw.

To 8 meals, @ 1/6	...	...	...	12/-
„ 3 beds, @ 1/-	...	...	...	3/-

Paid—JOHN SHAW,

15/-

The

55

The bill of particulars herein is not such as is required, nor is it furnished according to the Traffic Manager's special instructions, the "grog score" being omitted.

I would again most respectfully submit the particulars of Mr. Stiles's first claim of £1 be furnished and laid before the Commissioner.

Mr. Stiles's explanations may be very plausible, but he admits the fact of "obtaining grog for his own special purposes, and of his having tried it on to make me pay for it."

The 15s. will be at once paid as the Commissioner may direct, as soon as his decision is communicated to me.

J. B. GOOLD, 27/7/71.

Mr. Goold, Station-master, Wallerawang,—Mr. Stiles's explanation is accepted by the Traffic Manager. An amended account is furnished, which is reasonable. Mr. Goold will now act as directed by minute 10/7/71, or the Traffic Manager will act as directed in that minute.—R.M., 27/7/71.

The Traffic Manager will please re-submit these papers to the Commissioner.—J. B. GOOLD, 31/7/71.

No. 5.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Government Railways—Minute-paper.

Station-master, Wallerawang—Insubordinate.

AT Mr. Goold's own request I have to lay these papers again before the Minister, and in doing so I have to express my regret that I should be thus compelled to do so, as I am but too well aware of the volume of papers now in the office of the Commissioner for Railways, showing the utter hopelessness of trying to induce this gentleman to obey the order of his superior officer.

Mr. Goold's chronic insubordinate spirit has now attained such a stage as to render it impossible for me to perform my duties with any degree of certainty, and unless something be done in this case I cannot be answerable for the public safety, as an officer in such a state of chronic insubordination is in Railway matters a very dangerous thing. Wallerawang is a station of great importance.

R. MOODY, 1/8/71.

No. 6.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

I AM somewhat astonished that the Station-master at Wallerawang should risk his position by a continuation of conduct so opposed to good order in the department, and should this course be adopted in future the Commissioner will take such steps as appear to him necessary under the circumstances.

J.B., 2/8/71.

Traffic Manager.—C.A.G.; B.C., 2/8/71.

Station-master, Wallerawang.—R.M., 3/8/71.

Seen.—J. B. GOOLD, 7/8/71.

Chief Clerk.—Returned.—R.M., 8/8/71.

No. 7.

MR. H. T. STILES TO THE TRAFFIC MANAGER.

Rydal Station,
14 October, 1871.

SIR,

I have received no reply to my application for expenses during the time I relieved Mr. Goold at Wallerawang. Would you kindly advise me on the subject?

I am, &c.,
HENRY T. C. STILES.

Chief Clerk.—Papers with Commissioner.—R.M., 16/10/71.

As the Station-master at Wallerawang has not paid Stiles the 15s., the Traffic Manager should carry out the Commissioner's minute of 10/7/71, on M.P., 71/2429.—T.C., 17/10/71.

Approved.—J.B., 21/10/71.

Traffic Manager.—C.A.G., B.C., 21/10/71.

To Accountant.—This should be deducted by cashier, 15s.—R.M., 24/10/71.

Noted.—H.A.H., 25/10/71.

Chief Clerk.—Amount, 15s., deducted from Mr. Goold's October salary and paid over to Mr. Stiles, whose receipt is attached hereto.—H.A.H., 4/11/71.

2 November, 1871.

Received from Cashier of Railways the sum of fifteen shillings sterling, amount ordered by Commissioner to be paid by Mr. Goold to Mr. H. T. Stiles, while Acting Station-master at Wallerawang.—M.P. 71/8590.

HENRY T. C. STILES.

Witness—E. HERALD.

No. 13.—

No. 13.—Traffic Manager, complaining of Mr. Goold not giving prompt explanation how two Tarpaulins were damaged.

SCHEDULE.

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1. Foreman, reporting two tarpaulins damaged. 25 July, 1871	56
2. Mr. Goold's explanation. 3 August, 1871	56
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4. Mr. Goold, suggesting that the porters should be refunded the amount of cost of repairing the tarpaulins, paid by them. 25 November, 1871.....	57

No. 1.

THE FOREMAN, REPORTING TWO TARPAULINS DAMAGED.

Government Railways,
Sydney, 25/7/71.

Memorandum to Foreman.

Sheets No. O 715 and O 496 damaged beyond repair; they covered the bottom of C 12 and 24, invoiced from Wallerawang, 24th July. They are at present in the sheet-loft for the Traffic Manager's inspection.

J. NELSON.

Traffic Manager,—These trucks contained paunches of tallow; the sheets were spread on the flooring to prevent as I suppose the tallow from staining the trucks; the sheets are very much damaged by being so used.—E. HERALD, 25/7/71.

To Station-master, Wallerawang,—These sheets are utterly destroyed; they have had the shed barrows running over them until they are cut all over. Who is to blame for this?—R.M., 27/7/71.

These sheets arrived from Sydney on the 21st July, and were despatched to Sydney by the 8 a.m. train on the 22nd; no injury therefore was done them here.—J. B. GOOLD, 27/7/71.

Station-master, Wallerawang,—The reason given by the Station-master is no reply to my minute. The sheets were used in loading up the tallow. I require to know whether the sheets were cut to pieces as stated when they arrived at Wallerawang?—If not, who is to blame?—R.M., 28/7/71.

The loading porter informs me these sheets were bad—the worst he could pick out at the time; as for being cut to pieces I cannot say; but this I know, that the canvas of which some of these sheets are made is almost rotten.—J. B. GOOLD, 29/7/71.

Foreman, Sheet-shed,—What is the value of damage done to these sheets?—R.M., 30/7/71.

The two sheets in question O 715—O 496 are entirely destroyed; they were repaired on the 19th instant and left in good order as a third-class sheet, and with ordinary care would last a considerable time longer; taking the value of a new sheet at £5, the value of the above two sheets will be £3 6s. 8d., or one-third the original cost.—J. JACOBS.

Station-master, Wallerawang,—Station-master, Wallerawang, will be charged with £3 6s. 8d., value, of tarpaulins destroyed, unless he can point out the guilty party liable for this mischief.—R.M., 1/8/71.

No. 2.

MR. J. B. GOOLD'S EXPLANATION.

THESE sheets were placed under this tallow to protect the paunches from being abraded *in transitu* by the oscillation of the train, and thus to prevent the tallow from being injured, and to avoid any claim being made on the Commissioner should such damage accrue, and not, as Mr. Herald assumes, to "save the trucks from being stained," which is simply puerile.

Porters Atwell and Baragy were in the vans stowing it, whilst Porters Kinchela and Gray were trucking it from the platform to the vans; so far as I can ascertain, Kinchela and Gray did run the barrows into the vans by which injury might have been done to the sheets, but it could only be to the extent of the width of the van-doors. It is quite possible, however, that barrows were also used in the vans at Sydney when unloading, which may be ascertained from the drayman receiving; for in this way the sheets would have received additional injury, as from the foregoing facts it does not appear to me all the damage could have been done at this station.

J. B. GOOLD, 3/18/71.

To Commissioner, for information.—R.M., 4/8/71.

57

No. 3.

FROM the manner in which the Station-master has attempted to dispose of this matter, he ought to be saddled with the value of the sheets destroyed; however, as he has at last condescended to furnish the necessary information, the porters who injured the sheets must pay for their careless conduct; and in future I desire Mr. Goold to understand, that if I have to hear of his continuous obstruction to the proper conduct of the Traffic Department, I shall feel it to be my duty to relieve him from his labors.

J.B., 4/8/71.

Station-master, Wallerawang, to note and inform.—R.M., 4/8/71.
Porters duly informed.—J. B. GOOLD, 7/8/71.
Returned to Chief Clerk.—R.M., 8/8/71.

No. 4.

GOVERNMENT RAILWAYS.

Wallerawang Station,
7 November, 1871.

Memorandum to Traffic Manager.

RECEIVED sheets 0318, 496, 563, and 812 from Sydney, torn.

J. B. GOOLD.

Wallerawang Station,
25 November, 1871.

Memorandum to Traffic Manager.

THE Traffic Manager's attention is respectfully invited to M.P. 71-1603, whereby the sum of £3 6s. 8d. was deducted from the pay of Porters Gray and Kinchela, being the value of two tarpaulins destroyed as stated therein. On the 4th instant one of these tarpaulins, 0496, was received here from Sydney covering goods, and was then reported to the Traffic Manager as torn, thus showing it is still used by the department; and the other, 0715, may be in use likewise.

Will the Traffic Manager be so good as to take this matter again into favorable consideration, with the view of a refund under the circumstances just stated?

J. B. GOOLD.

To Commissioner.—I resubmit this, but fail to perceive on what ground Mr. Goold seeks a refund. The sheets were not first-class sheets, but were so far damaged as to render them only fit for third-class sheets, after expensive repairs.—R.M., 11/12/71.

This suggestion of Mr. Goold's is very much out of place.—J.B., 20/12/71.

Traffic Manager.—B.C., 21/12/71.

Chief Clerk.—Mr. Goold informed.—22/12/71.

No. 14.—Mr. Lord, complaining of conduct of Mr. Goold, Station-master at Wallerawang, pulling him out of Railway-carriage.

SCHEDULE.

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No. 1.

THE HON. G. W. LORD to THE SECRETARY FOR PUBLIC WORKS.

Sydney, 15 March, 1872.

SIR,

I have the honor to inform you that I was a passenger by the night train of the 9th March, from Rydal to Sydney. I was in a saloon carriage, and there being few passengers and being tired from a long journey from Orange to Rydal, I went to sleep; on arriving at "Wallerawang Station" I was very rudely and unceremoniously taken by the shoulders by Mr. Goold, the Station-master, at the same time using the words, "Come, my man, get up." I asked why? He said there were ladies wanting to come in;

my

my reply, can you not put them in the ladies' carriage, was answered by his rudely pulling me off the seat. I then followed him into the station-room, and demanded his right to place his hands on me; and I spoke very plainly to him, and informed him that I would complain of his insolent behaviour.

I then went to the ladies' carriage, it being empty, and came on to Sydney in that carriage without any other passenger, thus showing there was ample room for the ladies in their own compartment.

Trusting that you will cause due inquiry to be made into Mr. Goold's conduct,

I have, &c.,

G. W. LORD.

Railways.—G.H., B.C., 28/3/72.

Station-master must be called upon to explain his conduct in this matter immediately.—J.B., 28/3/72.

Mr. Moody.—C.A.G., B.C., 28/3/72.

Mr. Goold, for explanation.—R.M., 29/3/72.

No. 2.

MR. J. B. GOOLD'S EXPLANATION, &c.

THERE were seven passengers, including the Honorable Mr. Lord, in the saloon on its arrival here from Rydal, and eight booked at this station, including four ladies, thus making fifteen in all.

In the first instance I requested the ladies to occupy the ladies' compartment, which they refused as they would not be separated from their husbands, and I am totally unaware of any power placed in our hands to compel ladies, whether married or single, to take their seats in the ladies' compartment should they prefer to ride in the saloon when there is room for them.

When these passengers entered the saloon the seats were completely occupied by the Rydal passengers, who were lying at full length on the seats, leaving no space for anyone to sit. I was called on at once to procure seats for those who had paid for them at this station, and the first four gentlemen whom I addressed immediately sat up on my requesting them to do so. The Honorable Mr. Lord was the fifth, and I addressed him in the same terms as the others, thus—"Be so good as to sit up and make way for the ladies." This I repeated four times, and received no reply; he was evidently sound asleep, as admitted by himself, and I presume did not hear me. I then tapped him on the shoulder, again repeating the same words; still no response. I had to give him a gentle shake to rouse him. His face during all this time being turned to the side of the carriage was then veered half round, when he ejaculated the words, "Who are you?" to which I replied, "Station-master," and he immediately turned back again to compose himself to sleep. Having again repeated the room he occupied was required for the ladies, and finding all entreaties useless, he left me no alternative but to take hold of his legs and wheel them gently off the seat, so as to bring him into a sitting position, when the vacant space thus made was at once occupied by the ladies.

These are the simple facts, partly admitted by the honorable gentleman himself, and which can be corroborated by parties standing by on the platform at the time, as well as by the saloon passengers, one of whom I may mention as convenient for reference in Sydney, viz., Jas. Rodd, Esq., 309, George-street.

It will be recollected this carriage was available for the public, and not reserved for any particular party. Each passenger was merely entitled to occupy so much space as he required in a "sitting position only," and the seats therefore are not supposed to be converted into sleeping-berths when the room so taken up is required to seat other passengers, as in the present instance; and had the other six Rydal passengers persisted in lying down, instead of sitting up, the whole saloon would thus be taken up by seven, to the entire exclusion of the other eight, though it has ample sitting accommodation for twenty passengers at the least.

I have to express my unfeigned regret that, in performing this duty, which, under the circumstances related, was imperative on me, I should have spoken or acted in any way that might be considered either rude or discourteous to the Honorable Mr. Lord, as it was quite unintentional on my part. It is far more painful than pleasing to me to be thus compelled to rouse up passengers sleeping on the seats; it is a process which I have to go through every alternate morning, and whilst thus endeavouring to provide sitting room for those who require it, I incur the unmerited censure and odium of those who happen to be disturbed from their balmy slumbers. Saloon passage traffic has so greatly increased at this station I am unable to see how this can be avoided, unless the seats are divided by partitions to prevent their being converted into sleeping-berths.

J. B. GOOLD, 2/4/72.

Traffic Manager.

No. 3.

THE HON. G. W. LORD SATISFIED WITH MR. J. B. GOOLD'S EXPLANATION.

Inform.—Mr. Lord satisfied with explanation and apology.—J.B., 8/4/72.

Traffic Manager to inform Mr. Goold that Mr. Lord is satisfied with his explanation and apology.—J.R., 9/4/72.

To Chief Clerk,—Informed.—R.M., 9/4/72.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PROPOSED RAILWAY FROM MOAMA TO DENILIQVIN.

(PETITION FOR—INHABITANTS OF DENILIQVIN AND DISTRICT.)

Ordered by the Legislative Assembly to be printed, 22 November, 1872.

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

The humble Petition of the undersigned Crown Tenants, Freeholders, Conditional Purchasers, and others,—

SHOWETH :—

That your Petitioners inhabit, or are connected with, the country lying between The Murray and Murrumbidgee.

That Moama and Deniliquin, in the district, are distant from each other forty-seven or forty-eight miles, and that for several years a movement has been carried on, soliciting the Government of New South Wales to construct a railway from Moama to Deniliquin aforesaid, the latter town containing about one thousand inhabitants, having been called into existence chiefly through the requirements of the inter-colonial live stock trade.

That in the year one thousand eight hundred and sixty-six, a Select Committee of your Honorable House sat upon the question of a railway between the said towns, and reported favourably of the proposed line, stating that the prayer of the Petition had been proved; but your Honorable House afterwards rejected the application for the said line, partly from a misconception of the ultimate results likely to accrue from its construction.

That some of the Members of your Honorable House objected, as it is believed, to the said line being made, because it would create a feeling in favour of annexing this part of the Colony of New South Wales to Victoria.

Your Petitioners would earnestly and truthfully assure your Honorable House, that the construction of the said line would tend to knit more closely the people of these districts, interested in the said proposed railway, to the Government of New South Wales; that the refusal to construct the said line—a macadamized road being impossible, owing to the absence of stone in these parts—would ultimately tend to create general discontent here even among those whose proclivities are now in favor of indefinitely retaining the existing connection between this district and our lawful Government.

That the highway between Deniliquin and Moama, which by law should be a mile in breadth, is nearly rendered useless for travelling stock, the lands along the said highway being sold so as to leave in different places along the road only the width of an ordinary turnpike-road for the use of some hundreds of thousands of sheep, tens of thousands of cattle, and a large number of horses, such as have hitherto yearly been sent by this route into Victoria.

That property in Deniliquin will necessarily decrease, as it has decreased in value yearly, and the natural prosperity of the town be retarded, if not altogether sacrificed, should the said railway not soon be constructed.

Your Petitioners humbly call the attention of your Honorable House to the circumstance that the said highway having been rendered comparatively useless for travelling stock purposes, a breach of faith on the part of the Government of New South Wales will, if this railway be refused to your Petitioners, have been committed with the townspeople of Deniliquin, who have invested large sums of money in purchasing public lands here, and have built thereon valuable premises.

That the distance from Moama to Deniliquin is, as stated, forty-seven or forty-eight miles; and should the Edward River be made navigable, the distance from Moama to Deniliquin by water would be several hundreds of miles, making the cost of water-carriage, with insurance, &c., &c., on goods so transmitted, far higher than is now charged for land carriage, and probably three times as much as such carriage would cost by means of a railway.

That the cost of carriage at present between Moama and Deniliquin is about sixty or sixty-five shillings per ton by horse-teams, a charge about six times as high as on some of the railways leading to Sydney from the inland districts.

That desirous of relieving the central Government of any monetary pressure consequent upon Government making this proposed line, the said line having been surveyed and marked out by Government, your Petitioners would make it from capital raised from a Public Company, if Parliament would only grant the land, say three hundred feet broad, and of the necessary length, for merely constructing the said line.

Your Petitioners therefore humbly pray that your Honorable House will take this Petition into your consideration, and adopt such steps as your Honorable House in its wisdom deems best.

And your Petitioners will ever pray.

[Here follow 297 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

DENILQUIN AND MOAMA RAILWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
28 *March*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 63. WEDNESDAY, 12 MARCH, 1873.

4. DENILQUIN AND MOAMA RAILWAY BILL (*"Formal" Motion*):—Mr. Hay moved, pursuant to Notice,—
(1.) That the Bill to incorporate the Deniliquin and Moama Railway Company be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Farnell, Mr. Burns, Mr. Garrett, Mr. Robertson, Mr. Abbott, Mr. Phelps, Mr. Macleay, Mr. Fitzpatrick, Mr. Cunneen, and the Mover.
Question put and passed.

VOTES, No. 75. FRIDAY, 28 MARCH, 1873.

8. DENILQUIN AND MOAMA RAILWAY BILL:—Mr. Hay, as Chairman, brought up a 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 12th March, 1873, together with Appendix.
Ordered to be printed.

* * * * *

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1872-3.

DENILIQVIN AND MOAMA RAILWAY BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred, on the 12th March, 1873, *for consideration and report, the "Deniliquin and Moama Railway Bill,"*—beg to report to your Honorable House,—

That they have examined the Solicitor* for the Bill, and the Witness named in the List (whose evidence will be found appended hereto); and that, the Preamble, as amended,† having been proved to your Committee, they proceeded to consider the several Clauses and Schedules of the Bill, in which it was deemed necessary to make certain Amendments.†

James Robertson,
Esq.† *Vide* Schedule of
Amendments.

Your Committee now beg to lay before your Honorable House the Bill as amended by them, with an Amendment in the Preamble.

WILLIAM HAY,
Chairman.

No. 3 Committee Room,

Sydney, 28th March, 1873.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 14 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Burns,	|	Mr. Hay,
Mr. Fitzpatrick,	|	Mr. Abbott,
Mr. Macleay,	|	Mr. Cunneen.

Mr. Hay called to the Chair.
Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Printed copies of the Bill *referred*, and original Petition to introduce the same, before the Committee.

Thomas Robertson, Esq., (*Solicitor for the Bill*), called in and examined. Witness *handed in* Plan of the Surveyed Line of Railway from Moama to Deniliquin. (*See Appendix.*)

Witness withdrew.

Committee deliberated.

Ordered,—That the Honorable J. S. Farnell, Esq., be requested to attend and give evidence next meeting.

[Adjourned until Tuesday next, at *half-past Two* o'clock.]

TUESDAY, 18 MARCH, 1873.

MEMBER PRESENT :—

Mr. Hay.

In the absence of a Quorum, the meeting called for this day lapsed.

FRIDAY, 21 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Hay in the Chair.		
Mr. Abbott,	|	Mr. Fitzpatrick.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 28 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Hay in the Chair.

Mr. Cunneen,	|	Mr. Burns,
Mr. Abbott,	|	Mr. Farnell.

The Honorable J. S. Farnell, Esq., a Member of the Committee, examined in his place.
Bill considered.

Preamble read, and *amended** on motion of Mr. Cunneen.

Question,—"That this Preamble, as amended, stand part of the Bill,"—*put* and *passed*.

Bill read, *amended** on motion of Mr. Cunneen, and *agreed to*.

Schedules read and *agreed to*.

Chairman to report the Bill as amended to the House, with an Amendment in the Preamble.

* *Vide* Schedule of Amendments.

SCHEDULE OF AMENDMENTS.

Page 1, Preamble, line 8. *After* the word "granting" *insert* "to."

" " " 8. *After* the word "them" *omit* "an Act of Incorporation"; *insert* "(upon the completion of such Railway) portion of the Waste Lands of the Crown and by passing an Act incorporating them under the title of the Deniliquin and Moama Railway Company."

Page 30, Clause 162. *Insert* at the end of Clause 162 the following words :—" Provided that if the Company shall not have completed the Railway (with a single line of rails) and opened the same for public traffic within three years after the passing of this Act then the privileges powers and authorities given or authorized to be given to the Company by this Act shall wholly cease and determine Provided always that it shall be lawful for the Governor with the advice of the Executive Council to extend the said time for any period not exceeding twelve months."

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1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

DENILIQVIN AND MOAMA RAILWAY BILL.

FRIDAY, 14 MARCH, 1873.

Present:—

MR. ABBOTT,
MR. BURNS,
MR. CUNNEEN,MR. FITZPATRICK,
MR. HAY,
MR. MACLEAY.

WILLIAM HAY, Esq., IN THE CHAIR.

Thomas Robertson, Esq., called in and examined:—

1. *Chairman.*] You are Solicitor for the Company known or intended to be formed, under the name of the T. Robertson, Deniliquin and Moama Railway Company? Yes.
2. You have been a resident in Deniliquin for many years? About twelve years.
3. You have an intimate knowledge of the requirements of the place, and the desirability of constructing this railway? Yes. 14 Mar., 1873.
4. Will you state your opinion with regard to the public and local advantage that it would be? There is no made road of any kind at present between Deniliquin and Moama, except in patches of a few yards in extent, and these are merely in one or two places. The Engineer for Roads has not recommended the Government to vote any money for making this road, on the ground that, in the absence of proper material to make a macadamized road, it would be cheaper to make a railroad than any other road. It is estimated that the cost of this railroad would not exceed £2,500 per mile. As Mayor of Deniliquin, I have had two years' experience of the cost of road-making. We have tried making roads of burnt brick, as in Holland, and we have found the cost to amount to £3,700 a mile. We have also tried a road made of wooden blocks, and we found that that cost £4,600 per mile—nearly double the estimated cost of this railway. The traffic of nearly the whole of the lower part of the south-western district converges towards Deniliquin, and the road between Deniliquin and Moama is like the neck of a funnel. About half a million of sheep travel across it during the year, and about twelve thousand head of cattle, and other stock in proportion. The passenger traffic is considerable; there is a daily coach from Echuca. In fact, this is the most used public road in the south-western district; there is no other road of similar extent so generally used. The Moulamein road leaves Deniliquin to the west, the Hay road to the north-west, the Wagga Wagga road to the north, and the Albury road to the east; so that this piece of road between Deniliquin and Moama might be compared to the handle of a fan. In consequence of the enormous stock traffic, and the road having been fenced in in many places on both sides—the land having been alienated—at many periods of the year there is literally no grass whatever for travelling stock, and the public sustain great loss in consequence of the starvation of their stock during droughts. During the wet season the road becomes a perfect quagmire, and the injury done to the wool of sheep travelling along it is so great that many people submit to pay a toll to go through private land, to escape travelling their sheep through the mud of the main road. It is on these grounds that it is considered that the construction of a railroad between Deniliquin and Moama would be of great public advantage. As to the local advantage,—Deniliquin was built partly in anticipation of a railway terminus being made there. The telegraph line between Echuca and Deniliquin, after the Government had declined to make it, was made by a private Company. Now that the Victorian Railway is running towards Wodonga, the traffic will be diverted more from Deniliquin than it has ever been, to the inconvenience of the people through whose runs roads will have to be opened up to reach this new point; and the large capital which has been sunk in Deniliquin, unless a railway is permitted to be made there, will be thrown away. These are the considerations affecting the local advantage.

- T. Robertson, Esq.
14 Mar., 1873.
5. Could you give any idea of the quantity of goods that passes both ways over these 45 miles of road between Deniliquin and Moama in the course of the year, and the cost of carriage in winter, and the general cost in summer? The cost of carriage last winter varied from £4 a ton, which I paid myself, to £2. The rate it is proposed to charge by the railway is 15s.
6. *Mr. Macleay.*] At what rate is that per ton per mile? The road is 48 miles, and the rail will be about 45. I have sent to the Colonial Secretary's Office for statistics left there by the deputation, but I have not yet received them from Mr. Halloran; when I get them, I will hand them in to the Committee. They were taken by the toll collector on the bridge. I know the charge proposed for carriage is comparatively higher than the usual rate by railway, but it will be very much lower than people are paying at present. There is a scale of charges in the Bill, framed from Colonial tables and English tables, allowing what was thought a fair rate of increase, in consideration of the present rates of carriage. The Company could not afford to carry at English rates. The quantity of merchandise conveyed to Deniliquin in each year is about 8,000 tons. We calculate that the receipts from the traffic of goods and passengers would be about £23,000 per annum. The working expenses are estimated at £6,939; which shows a profit of about 11 per cent., or £16,000 on the proposed capital of the Company. It is about seven years since I gave evidence before a Committee of your Honorable House on this very subject.
7. *Chairman.*] Are you aware of the amount of money that has been spent in trying to get Parliament to authorize this railway? Certainly it must be over £1,000. It is more; but it is within my own knowledge that that amount has been spent. The Committee of the Assembly which considered this matter before, reported unanimously in favour of the Government giving a guarantee for the construction of this line, on the ground that it would pay, and there would be no risk in the Government giving the guarantee. We are not asking that now.
8. Are you aware what was the reason that you abridged the request to the mere granting of the land? Because your Honorable House threw out the Bill; they disapproved of the principle of the guarantee.
9. Will you be kind enough to explain to the Committee the peculiarities of this Bill; where it differs from those Bills which have ordinarily been introduced into the Assembly here, with regard to the construction of railways by private Companies? The Bill was drawn by Mr. Oliver, the Parliamentary Draftsman, and it is mainly shaped upon the model of the Hunter River Railway Company's, and other Colonial Bills. There are no powers asked for in this Act which have not been granted to other Companies before.
10. Were these other Companies formed before the Bill was applied for? In all these other Bills it states that so-and-so are desirous of forming a Company, and then the Bill provides that, when a certain proportion of the capital—and in this Bill the proportion is kept exactly the same—25 per cent. of the shares taken, and 10 per cent. of the capital paid up—then the Company is to be considered formed, and not till then. This Bill provides for the Company conforming to the New South Wales gauge whenever required to do so by the Government, in case it should be thought desirable to connect any of the New South Wales lines with this line at Deniliquin. It proposes to grant to the Company a tract of land 3 chains wide, extending from Deniliquin to the Murray, so far as that land has not been alienated from the Crown. The line will pass over a small portion of land now held in fee simple, and the Bill provides for the Company buying that by giving compensation in the usual way.
11. Is there any clause limiting the time within which the Company may be formed to carry out this undertaking? Two years is the time that I instructed Mr. Oliver to provide for, to leave it open to us to form the Company, and then the matter to lapse if the Company be not formed. If the requisite amount of capital be not paid up in two years, then the Bill will lapse. I do not see the clause just now, but I was speaking to Mr. Oliver about it, and he read it to me.
12. *Mr. Macleay.*] What clause provides for the gauge? Clause 187.
13. That provides for the adoption of the New South Wales gauge if required. Is there anything about the gauge to be laid in the first instance? No, but it is intended that it shall be the Victorian gauge.
14. It would be of no use to stock without? No; the great traffic is to Echuca, to meet the Victorian Railway.
15. *Mr. Fitzpatrick.*] I understood you to say that the charge for goods was to be 15s. a ton, but I find in the 177th clause there appear to be four classifications, ranging from 32s. 6d. to 38s.? These rates have been fixed at Deniliquin since our interview with the Colonial Secretary. 15s. was the estimate we then gave in; but I suppose, on reconsideration of the matter, the Committee have come to the conclusion that nothing less than this would pay. The goods are not classified in the clause, but will have to be classified in the By-laws. The charges are provided, but the classification will have to be made in the By-laws. I beg to hand in a tracing of the Map of the proposed line of railway, showing the adjacent country. (*See Separate Appendix.*)

FRIDAY, 28 MARCH, 1873.

Present:—

MR. BURNS,
MR. CUNNEEN,

MR. ABBOTT,
MR. FARNELL,

MR. HAY.

WILLIAM HAY, ESQ., IN THE CHAIR.

The Honorable James Squire Farnell, Esq., M.P., Minister for Lands, a Member of the Committee, examined in his place:—

- The Hon. J. S. Farnell, Esq., M.P.
28 Mar., 1873.
16. *Chairman.*] Can you inform the Committee how much land has been applied for along the line of the proposed railway between Deniliquin and Moama, and at the Deniliquin terminus of it, from the beginning of the year 1873 up to the present time? Since the beginning of January there have been seven applications for large areas—30,000 acres, 10,000 acres, 6,400 acres, 20,000 acres, 9,000 acres, 6,000 acres, and 9,000 acres; together with some smaller applications; the whole amounting in round numbers to about 100,000 acres, all of which has been, I believe, applied for in consequence of the movement made by the people in that part of the country in reference to the construction of this railway.

The Hon.
J. S. Farnell,
Esq., M.P.

28 Mar., 1873.

- 17: You have not been accustomed to receive applications for such large quantities of land in that quarter, during a similar period? No. I may state that, in general, persons appear to be rather anxious to take up land in different parts of the Colony, but not this particular class of land.
18. Not purely pastoral land? No.
19. The public will reap a benefit from the sale of this land at £1 an acre, which would not have been the case if this railway had not been applied for? I do not think so much land would have been applied for if the railway had not been proposed. Smaller areas might have been applied for. This land is all within a radius of 50 miles of the proposed line of railway.
20. Is it within your knowledge that a line has been surveyed and reserved by the Government for a railway? Not for a railway; for a road. A line has been reserved from Moama to Deniliquin, I think about 50 miles 3 chains wide, for the purposes of a road.
21. Is there not, in addition to this, a surveyed line for a railway reserved? A contemplated railway.
22. It has been so far surveyed that the sections have been made, which are very simple, because it is almost a dead level. Suppose these parties who propose to construct this railway were not to get a grant of the land, do you think there might be great difficulties interposed between them and the purchase of the land—do you not think the extent of land to be purchased would be a great cost to them? I think so, at the rate at which land is now being taken up.
23. If the Government were not to give them this land, and so the undertaking were to prove abortive, do you think the circumstances of the case are so urgent for a road or railway between Moama and Deniliquin, that an obligation would be entailed upon the Government to make either one or the other? I think it would. I think the time is not far distant when it will be forced upon the Government to make some line of communication between the two places, either by road or rail, whichever might be determined upon by the Government for the time being. In my own opinion, it would be much cheaper in that country to make a railway than a common macadamized road. I believe a macadamized road would cost about £4,000 a mile, perhaps more, on account of there being no road-metal in the neighbourhood.
24. Did the gentlemen connected with the promotion of this railway, who came to Sydney as a deputation, wait upon you at your office? Yes, they waited on me, and made the usual application in reference to the land; and I, as Land Minister, informed them that I had no power to grant them this land, but that it would be necessary for either the Government or themselves to bring in an Act of Parliament to enable them to get this land. At the same time they informed me of this projected railway, and I suggested that they might put a clause in the Bill authorizing its construction to enable the Government to convey the land to them. I may state that, after the application had been made to me as Land Minister, I put the matter to my colleagues in the Government; and they all agreed, or offered no objection, on the part of the Government, to the alienation of this land to the projectors of the railway.
25. On the conditions specified? On the conditions to be provided under an Act of Parliament for the construction of the railway.
26. Has there been submitted to you a description of the line? An application was made to me to supply a description, and I gave instructions to the description writer in the Lands' Department, and he prepared a description, which is embodied in the 151st section of the Bill before the Committee.
27. Have you read the 151st section? Yes.
28. Do you think it is correct, so far as your knowledge extends? Yes, it is correct so far as we have information in the Survey Department. It is sufficiently correct for all the purposes of this railway.
29. *Mr. Abbott.*] Do you think it necessary to incorporate this Company to make this railway? I think it highly necessary to incorporate the Company. I do not think the Government would be justified in handing over the land without the Company was incorporated.
30. It is just as much a necessity that the Government should grant to the Company the land on which the line should be constructed? I think so. I think the Government will eventually be gainers by the granting of this land, which at its present value is not worth more than £1,200.
31. *Chairman.*] Estimated at £1 per acre? Yes. I think the construction of this railway will so enhance the value of land in that part of the country, more particularly at Deniliquin and Moama, that the Government will be gainers by granting this land.
32. *Mr. Cunneen.*] Do you think the 151st section gives ample powers to the Government for granting this land to the Company? I think so.

[Plan.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION IN FAVOUR—RESIDENTS OF THE CLARENCE RIVER.)

Ordered by the Legislative Assembly to be printed, 21 January, 1873.

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

The Petition of the undersigned residents of the Clarence River,—

HUMBLY SHOWETH:—

1. That your Petitioners have heard with satisfaction that the Ministry have a second time proposed for your consideration the expediency of constructing a railway from the port of the Clarence to New England.

2. That your Petitioners look upon this work as one of great national importance, as the most efficient means of securing the trade of the northern districts of the Colony of New South Wales, and preventing the growth of such complications as now exist on the southern Border. This trade is now being rapidly attracted to Queensland—about 100 tons of tin alone being weekly sent to Brisbane, besides a considerable amount of general produce, a large proportion of which properly belongs to this Colony.

3. The proposed railway is also to us of very great local importance as a means of developing the resources of these districts, now much retarded by the want of cheaper and more rapid communication with each other and ocean navigation. The coast country being eminently successful in raising maize, sugar, arrowroot, tobacco, wines, &c., and the table-land wheat and other productions of temperate climates, an interchange of these products would be mutually beneficial.

4. Considering the condition and prospects of these districts, the very large amount of money paid to the general revenue for the purchase of land, pastoral leases, mining leases, and other land revenue for many years past, and the share we bear of interest paid upon the cost of railways in more favoured districts, from which we can derive no benefit, we respectfully submit that in common justice these districts have a good claim for favourable consideration.

5. For the information of your Honorable House we would call attention to the following brief statistics of the territory affected by this proposed railway. They are drawn from the most authentic sources available to us at the present time:—

- (1.) Population:—The estimated population is in round numbers 40,000, distributed as follows:—Clarence River, 13,000 (exclusive of the Richmond River); New England, 11,000; Tenterfield, 8,000; Gwydir, 7,500 (including gold fields and tin mines), being one-thirteenth of the population of the whole Colony.
- (2.) Live Stock:—Clarence River—7,977 horses, 72,242 cattle, 26,126 sheep, 4,535 pigs. New England—16,932 horses, 180,068 cattle, 1,326,591 sheep, 4,790 pigs. Gwydir—6,417 horses, 177,669 cattle, 818,898 sheep, 594 pigs; showing a total of 31,326 horses, 429,999 cattle, 2,171,615 sheep, and 9,919 pigs. During the past year 5,346 bales wool, 173 bales skins, 27,281 cases preserved meat, 1,364 casks tallow, 16,808 hides, &c., have left the port of the Clarence.
- (3.) Land:—The quantity of land sold, exclusive of conditional purchases, appears to be about 210,120 acres. The unalienated land, about 13,000,000 acres, a large portion of which is available for immediate settlement if means of transit were provided.
- (4.) Agricultural:—About 35,000 acres are under cultivation, the produce of which, according to the latest returns, are:—Wheat, 150,000 bushels; maize, 967,495 bushels; barley, rye, oats, &c., 16,600 bushels; potatoes, 2,580 tons; wine, 19,000 gallons; tobacco, 2,650 lbs.; arrowroot, 3,000 lbs.; sugar, 1,417 tons; molasses, 1,520 hogsheads. The two latter items were grown on, and exported from, the Clarence in 1871. At the present time over 2,000 acres are planted with sugar-cane, and eight mills are in active operation, capable of making thirty tons per day when in full work.
- (5.) In addition to the above there are in these districts forty-three manufactories working up raw material produced therein, eighty-three connected with or dependent on agriculture, and fifteen of which the raw material is not connected with agriculture.

- (6.) The mining operations for gold, tin, copper, antimony, &c., are very extensive throughout these districts, and coal is known to exist in many places, two seams of which are now being tested.
- (7.) The port of the Clarence is always available for ships drawing eleven feet, or at high-water twelve feet, and it is believed that sixteen feet will ultimately be obtained. During the first nine months of the present year 104 voyages were made by large steamships to and from the Clarence and Sydney, forty-two sailing-ships left for Brisbane, Melbourne, &c., with cargoes of maize, &c.; the arrivals of passengers by sea numbered 3,241, the departures 1,940, in the same period; twelve steam droghers and passenger-steamers ply regularly on the Clarence River.
- (8.) The distances between Grafton and the principal townships are as follows:—Glen Innes, 102 miles; Inverell, 140 miles; Armidale, by present road, 133; and Tenterfield, 115 miles. The rates of carriage at the present time are from Clarence to Armidale, Glen Innes, and Tenterfield, from £9 to £12 per ton; Inverell, £11 to £13; return loading—wool, £8 to £10; tin, £9 to £10 per ton.

6. In conclusion, we would respectfully call your attention to the fact that these districts contain 11,074 electors, and return only four Members to your Honorable House, while about the same number of voters in districts immediately interested in existing railways return no less than fourteen Members. This, coupled with our great distance from the seat of Government, causes us to be virtually unrepresented in Parliament. We therefore confidently appeal to your sense of justice to take the facts cited into your favourable consideration.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take the premises into your most favourable consideration, and adopt such measures as may be deemed necessary for complying with the wishes of your Petitioners.

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

[Here follow 1,898 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY FROM THE CLARENCE TO NEW ENGLAND.

(PETITION IN FAVOUR OF—RESIDENTS OF TENTERFIELD.)

Ordered by the Legislative Assembly to be printed, 12 February, 1873.

To the Honorable the Legislative Assembly, in Parliament assembled.

The humble Petition of the undersigned Inhabitants of the District of Tenterfield,—

SHOWETH:—

That your Petitioners learned with gladness that the Government have placed on the Estimates for 1873, a sum of money for the commencement of a railway between Grafton and the table-land of New England, and pray that such railway may be constructed.

That your Petitioners believe such a railway would attract to the port of Grafton a large portion of the trade of South Queensland, and secure the trade of the northern parts of this Colony, now directed to Brisbane because of the difficulties of roads, it being not an uncommon thing to have goods on the way between Sydney and Tenterfield for six months from time of starting; sending produce to Sydney, or even to the Clarence or Richmond districts, being quite impossible.

That there are no engineering difficulties in ascending the table-land at Tenterfield, there being several routes by which the ascent could be made by one continued easy gradient from the Clarence to Tenterfield,—one half of the road being through country almost level; and from a point near Casino, a branch of about fifteen miles might be constructed to connect the whole of the Richmond district, thus enabling the inhabitants of that district to find a market for their produce, and enabling the inhabitants of New England to supply them with grain, &c., not produced by them, which they now obtain from foreign markets.

That from the table-land, near Tenterfield, a branch line might be made, connecting Glen Innes and Inverell, thus affording to them advantages equal with ourselves, and bringing the whole of the richest part of New England within easy access of their natural port, and securing for the Colony the revenue of its own territory, increasing to an unlimited extent the present products of many of the districts to be fed by it, being in fact the whole of the northern and north-western portions of the Colony, and would open up the way for the introduction of new industries, now impossible for want of means of access to the coast. Your Petitioners therefore humbly pray that such railway may be constructed.

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

[*Here follow 311 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.
(TRAFFIC RETURNS, &c., MORPETH BRANCH.)

Ordered by the Legislative Assembly to be printed, 30 January, 1873.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 21st November, 1872, That there be laid upon the Table of this House,—

- “ (1.) The Traffic Returns on the Morpeth Branch Railway, from 1st
“ January to 30th October, 1871, inwards and outwards, distinguishing
“ the Wool in separate columns.
- “ (2.) The same information from 1st January to 30th October, 1872.
- “ (3.) The amount received from Passengers during same period.
- “ (4.) The total cost of working this Branch—Labour and Officers only—
“ annually.”

(*Mr. Lee.*)

RAILWAYS.

GREAT NORTHERN RAILWAY.

RETURN of Traffic of Morpeth Branch, showing Salaries and Wages of Traffic Department for ten months ending 31st October, 1871 and 1872, respectively.

1871.						INWARDS.						1872.					
Merchandise.	No. of Bales of Wool.	Amount for Wool.	Amount for Passengers.	Total Revenue Inwards.	Wages and Salaries, Traffic Department.	Merchandise.	No. of Bales of Wool.	Amount for Wool.	Amount for Passengers.	Total Revenue Inwards.	Wages and Salaries, Traffic Department.	Merchandise.	No. of Bales of Wool.	Amount for Wool.	Amount for Passengers.	Total Revenue Inwards.	Wages and Salaries, Traffic Department.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
155 13 7	18,018	263 18 4	194 13 0	614 4 11	814 6 5	100 12 7	7,792	114 18 11	163 1 3	378 12 9	851 13 3						
1871.						OUTWARDS.						1872.					
				Total Revenue Outwards.						Total Revenue Outwards.						Total Revenue Outwards.	
	.....	.....	228 0 5	343 11 6	.....	262 17 1	.....	.....	200 11 5	463 8 6	.....					
TOTALS—Inwards and Outwards ...				957 16 5	814 6 5	TOTALS—Inwards and Outwards ...				842 1 3	851 13 3						

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(IRREGULARITIES AT WINDSOR STATION; DISMISSAL OF, AND INQUEST HELD ON BODY OF PORTER DUGDALE.)

Ordered by the Legislative Assembly to be printed, 30 January, 1873.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 26th November, 1872, That there be laid upon the Table of this House,—

“ Copy of complaint with reference to certain alleged irregularities at the Windsor Railway Station, with the Traffic Manager’s report thereon; also, Minute of that officer on the dismissal of Porter Dugdale, depositions taken at Windsor before the Coroner, at an inquest held on the remains of Porter Dugdale; together with all letters, documents, or correspondence, and all Minutes from any Minister of the Crown, in connection with the above case.”

(Mr. Driver.)

SCHEDULE.

NO.	PAGE.
1. Letter from Mr. Moses and others to the Traffic Manager, complaining that undue preference, &c., is given by Mr. G. Bonamy, the Station-master, to a firm styled Wilkins & Co., of which the Station-master’s son is a partner. 19 August, 1872	2
2. Memo. from Mr. Bonamy asking Traffic Manager for an opportunity to explain the charges. 23 August, 1872	2
3. Telegram from Mr. Moses that the evidence is ready for an inquiry, with Traffic Manager’s reply. 27 August, 1872	2
4. Traffic Manager’s report on the case, and enclosing evidence taken at inquiry held by him at Windsor, and recommending Mr. G. Bonamy to be removed to another station. 2 September, 1872	2
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6. Mr. Bonamy, reporting Porter Healy abusive, &c., to him. 29 August, 1872	4
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7. Commissioner’s Minute—that grave irregularities have occurred at Windsor Station—disrating Mr. Bonamy; Porter Dugdale’s evidence not satisfactory. 4 September, 1872	5
8. Telegrams with reference to complaint of Mr. Moses that he cannot get trucks. 7 September, 1872	5
9. Petition signed by 301 inhabitants of Windsor, &c., for Mr. Bonamy to remain as Station-master. 29 August, 1872	6
10. Commissioner’s minute deciding to hold a personal inquiry. 6 September, 1872	6
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12. Commissioner’s minute—that inquiry before him fully proves the charges against Mr. Bonamy. 11 September, 1872	8
13. Letter from Commissioner in reply to Petition from Inhabitants of Windsor, &c. 9 October, 1872	9
14. Under Secretary, Crown Law Department, forwarding copy of verdict of Jury on inquest held at Windsor on E. Dugdale. 21 September, 1872	9
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15. Traffic Manager, expressing how grieved he feels at the rider of the Jury’s verdict. 4 October, 1872	12
16. Commissioner’s minute—that Traffic Manager acted with the best intentions. 7 October, 1872	12
17. Head Porter Healy’s declaration. 8 October, 1872	12
18. Extract from <i>Sydney Morning Herald</i> with reference to late suicide of Railway Porter Dugdale. 10 October, 1872	12
19. Letter in <i>Herald</i> from J. T. Neilson, Foreman of Jury, that verdict of the Jury was unanimous. 12 October, 1872	13
20. Letter to Traffic Manager from Mr. G. R. Cadell, a juror, stating that Mr. Neilson’s statement is incorrect. 15 October, 1872	13
21. Statement made by Chas. Paull, of an interview he had with late Porter Dugdale before he committed suicide. 25 November, 1872	14

RAILWAYS.

No. 1.

MR. MOSES AND OTHERS TO THE TRAFFIC MANAGER.

Windsor, 19 August, 1872.

SIR,

We, the undersigned corn-dealers of Windsor and its vicinity, desire to direct your attention to the fact that, owing to the embarking of Mr. Bonamy, the Railway Station-master of Windsor, or his son, in the corn trade (under the style or firm of Wilkins & Co.), very great inconvenience has resulted to us by the constant occupation of the Railway sheds at Windsor by the produce of the firm in question; and we further beg to submit that, besides the actual losses and inconvenience thus occasioned, it will readily be seen that other disadvantages of a serious character affecting our interests are incidental to the position in which we are placed by such occupation of the sheds by the person having charge of the same, or his connections.

We have therefore most urgently to request that you will, in common justice, take the steps necessary, on our behalf, to remedy the grievance we complain of, by its removal, and enable us to have a fair share of the accommodation to which we are entitled, and which is provided at the public expense by the Government.

We are, &c.,

WILLIAM MOSES.
GEORGE DICKSON.
E. HOPKINS,
JAMES LIDDLE.

No. 2.

MR. BONAMY TO THE TRAFFIC MANAGER.

Government Railways.

Windsor Station,

August 23rd, 1872.

SIR,

I have been informed that a letter has been written by some person in Windsor, in the shape of a complaint or report against me, and several others have been solicited by the author to sign it.

It is to be forwarded or presented to you. I have therefore only respectfully to ask that you will give me an opportunity, either personally or by writing, to explain any charges that may be brought under your notice against

Your obedient servant,

GEORGE BONAMY.

No. 3.

TELEGRAMS.

New South Wales Electric Telegraph,
Redfern Station.

Received the following Message from Windsor Station, at 1:12, 27th August, 1872.

From W. Moses to R. Moody, Esq., Redfern.

I have the evidence required to proceed with the case to-morrow, if convenient for you.
Reply by telegraph.

New South Wales Electric Telegraph.

Received the following Message, 27 Aug., 1872.

From Traffic Manager to W. Moses, Windsor.

Say 11 to-morrow, meet me.

No. 4.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Government Railways.—Minute Paper.

Complaint against Station-master, Windsor, Mr. George Bonamy.

I HAVE the honor to enclose, herewith, a letter of complaint against Mr. George Bonamy, Station-master, Windsor, signed by Messrs. W. Moses, George Dickson, Mr. E. Hopkins, and Mr. James Liddle, that Mr. Bonamy or his son were trading under the firm of Wilkins & Co., and that undue preference was given to the firm, in the Railway sheds, supply of trucks, and preference of despatch, which placed the complainants, respectively, at great disadvantages in the conduct of their business as corn merchants.

In

In consequence of the statements contained in that letter, I proceeded to Windsor, and, in the presence of the Station-master and all others concerned, inquired into the matter with such evidence as was placed before me.

I examined the Railway porters, Station-master, and complainants.

Station-master admitted the partnership of his son James Bonamy with Wilkins & Co., and that they do a very large trade, using the Railway sheds for the purpose of packing and bagging the corn, but stating the sheds are also used by complainants and others when they require them. He also admitted making out cheques for the payment of purchases, the cheques being signed by his son.

The only particular facts elicited in the inquiry affecting Mr. Bonamy were :—

“Porter Dugdale has at odd times given a hand to bag and tie up corn for the firm, doing so in the Commissioner’s time, and assisting Bonamy’s son who was also at the same time paid by the Commissioner.

“The shed has been used by the firm perhaps more freely than by others ; and there is some colouring of evidence that trucks have been given for their corn, which has had preference in despatch, Bonamy’s son working after hours to load trucks or loading them up very early in the mornings.

“The Station-master has always given them cheques for the purchases, he filling up the cheques and his son signing them ; and, in fact, there is every reason to believe that the Station-master is as much mixed up in the business as his son.

“The business is chiefly done with a party at Wallerawang, Mr. Lonergan ; and Station-master Bonamy having some time ago obtained permission to visit his son at Wallerawang, the business appears to have been at that time arranged, as it commenced immediately upon his return to his Station at Windsor.

“The Station-master has been too accommodating generally before his son entered into the corn business, allowing the shed to be used as a store without charges, and giving unauthorized credits to customers. This accommodation has been tightened since the son entered into the business, as it appears he has nearly monopolized the shed, and this forms the chief cause of complaint.

“Station-master has a son employed at Windsor Station as a temporary porter, and another at Wallerawang Station as Goods’ Clerk, between which places the corn trade is carried on ; and he has been fully cognizant of the son at Windsor working, and taking porter Dugdale to work, bagging and loading corn for the firm in Commissioner’s time, when both parties should have been otherwise employed.”

From the facts elicited, and from the feeling displayed between all parties concerned, I am inclined to think that justice requires (and will be fully met by) the removal of Station-master to another Station, and that the Station-master should be severely dealt with as an example to others ; as, situated as he is,—with a son in the Parcels’ Office at Sydney, and another son in the Goods’ Office at Wallerawang, now acting as Station-master,—he has facilities to carry on business under fraudulent circumstances, should he be so disposed, which it would be difficult to frustrate.

I dispensed with the services of young Bonamy as market hand for Mondays and Thursdays. I think the Station-master should be at once removed to a Station where he would have no opportunity of getting mixed up with commercial business.

R. MOODY. 2/9/72.

No. 5.

EVIDENCE TAKEN AT INQUIRY HELD AT WINDSOR.

Present :—Mr. Bonamy, Jas. Bonamy, John Healy.

Letter of 19 August, 1872, read.

James Farlow, farmer, Wilberforce :—I have sold corn to James Bonamy, 300 and 400 bushels, for which I was paid by his son, by cheque on Bank of New South Wales, Windsor ; I delivered the corn at Railway Station at the Railway Shed.

Examined by Mr. Moses : Corn was received by James Bonamy, weighed by him and by his father.

Cross-examined by Mr. Bonamy : It was your place to receive the corn whenever I took it for anybody.

Re-examined : I only delivered it to James Bonamy ; not for the purpose of going by rail.

Robert Dunstan, farmer, Wilberforce :—I have sold corn, about 200 bushels, to James Bonamy, who paid me by cheque ; I delivered the corn at Railway Station to James Bonamy, and put it into a Railway truck.

John Healy, first-class porter, Windsor Station :—I have seen corn brought into the Railway shed by several farmers, for James Bonamy, which I understood was purchased by him ; the corn was brought there in bags, re-bagged, and the bags made up and sewn by James Bonamy.

Examined by Mr. Moses : The other porter, Edward Dugdale, was engaged assisting James Bonamy with this corn—filling up the bags and sewing it ; I have always given over the trucks to our customers, except to Mr. Moses and to James Bonamy, but the Station-master would supply to them himself ; we always had plenty of trucks ; Mr. Bonamy’s corn has not been sent on before other people’s, unless other people wished their corn to be detained, or when his corn being in front we could not get at the others ; I have never known trucks to be kept for James Bonamy.

Cross-examined by Mr. Moses : I have known your corn to be detained in the shed on many occasions for three or four days or more ; Mr. Bonamy’s corn has also been kept there for similar periods ; if your corn was kept after being ordered to be sent away, that would not be in accordance with custom ; but I do not know that it was received with orders, as I never received any of the orders for your corn.

Cross-examined by Mr. Bonamy : I have never seen a preference given to any one ; I cannot say that trucks have been given to James Bonamy in preference ; I have seen Dugdale busy sewing up for others at train time, but I never saw him bagging for others ; I have seen Dugdale assisting Bonamy to load.

By Mr. Moses : I never touch James Bonamy’s corn, because of a misunderstanding with James Bonamy ; Mr. Bonamy has given two or three trucks to his son in a morning, but there has been no shortness of trucks ; I have told you that Mr. Bonamy has given his son three trucks when your corn was in the store ; you would be at a disadvantage if Mr. Bonamy’s corn was weighed up first ; your corn has been got away quickly after you have visited the Station, but I do not know whether you gave instructions ; I remember one particular occasion when the corn was loaded up at once, and I was under the impression that you had given orders.

Re-examined

Re-examined by Mr. Bonamy : When I said three trucks were given, I do not know that any other corn was left at that time belonging to Mr. Moses.

By Traffic Manager : I know all about other people's corn, but I do not know anything of James Bonamy's or Mr. Moses' corn; I always got my orders for their corn from Mr. Bonamy.

Michael Rafter, carter to Mr. Moses : I ordered a truck for corn from Mr. Moses about three weeks, to send corn to Rydal that evening; it was on a Saturday morning at 12 o'clock; Mr. Bonamy said he would send the corn that evening to Rydal.

Cross-examined by Mr. Bonamy : It was on a Saturday morning; it was the time I repeated to you "it is Rydal"; you drew my attention to a lot of goods of Mr. Moses, not in the shed, but in the trucks.

Wm. Moses, corn and flour merchant : I have been in the habit, at the suggestion of Mr. Bonamy, of employing his son James to load my corn, and during that time I never had cause of complaint, but after his son became a corn buyer I have not had my business fairly attended to; I always gave my orders through Mr. Bonamy, who I looked upon as the person to carry out the management for loading and weighing; it has been my custom to have my corn weighed there, the corn being taken there by the farmers and then weighed at the station, and the weights sent to me; I paid the son James for this work, but as all the tickets are made out by Mr. Bonamy and signed by his son, I believe the business and the work done is performed by Mr. Bonamy; I ordered a truck of corn to go away, as stated by Michael Rafter, but on my visiting the station on Tuesday following I found the truck still at the Railway station; I requested an explanation from Mr. Bonamy; he said he did not understand the man; I have always instructed Mr. Bonamy to get my corn away as quickly as possible, but I have had it delayed for nearly a week at a time; my corn was always consigned by James Bonamy to —; I generally to Mr. B.; about three weeks ago my man was kept two hours, as the corn could not be taken into the shed.

Cross-examined by Mr. Bonamy : I had every satisfaction before James Bonamy became a corn buyer, but I have not since he became a corn buyer; the late crop has been a large one, but I cannot say that it has been larger at the Railway station except that James Bonamy has been a corn buyer; I am not annoyed at James Bonamy buying corn, but at what I consider an injustice at the Railway station.

Geo. Bevitt, carter to Mr. Moses : I was once detained about two hours about three weeks ago with a load of corn; James Bonamy said he could not take it in until he got orders from his father; I then asked the Station-master, he said it could not be done as there was some flour in the trucks, and he could not load the corn; the trucks were all partly loaded, but a load of corn could have been taken into the shed, but James Bonamy was filling corn for Wilkins & Co.; the goods in the trucks belonged to Mr. Moses, but could not be unloaded as the shed was full of corn, or nearly so; I had previously heard that flour was in the trucks—in all about 3½ tons; I returned from the station with flour as I was instructed; I have repeatedly urged Mr. Bonamy to send corn away as Mr. Moses instructed me.

Edward Dugdale, porter, Windsor : Mr. Wm. Wilkins and James Bonamy deal in corn, which they bring into the shed and load into the trucks; I cannot say how long corn has been kept in the shed; perhaps 150 bushels might have been there; I have frequently given a hand to bag corn for a few minutes at a time; I was never asked by Mr. Bonamy; I did it because I might not have anything else to do; nobody else has any corn to bag, so I never helped any one else; I never bagged any for Mr. Moses, nor have I ever been engaged for more than ten minutes at a time; I never got anything for it.

James Bonamy : Admits corn-buying, as a partner with Mr. Wm. Wilkins.

No. 6.

MR. BONAMY TO THE TRAFFIC MANAGER.

Government Railways.
Windsor Station,
29 August, 1872.

SIR,

I have to report that I asked Healy to lend the other men a hand to unload a truck which was partly loaded with bark. He commenced abusing me in such a way that I did not expect, referring to my breaking the rules, and went away threatening that he was able to do me more injury than I expected, and that I should see. It is most painful for me to write you such a memo. as this. Whatever Healy may tell you, I know that I have endeavoured to treat him somewhat differently than an ordinary porter, and now I have my reward.

Yours respectfully,
G. BONAMY.

P.S.—I could say more, but I know no attention is paid to "one-sided" statements by you.

No. 6A.

STATEMENT OF PORTER HEALY.

Windsor, 30 August, 1872.

1. Has Jas. Bonamy bagged and loaded his own corn in time when paid by Government? Yes.
2. Did Station-master know that he did so? Yes.
3. Has preference been given to Bonamy's corn with trucks? Inasmuch as they have been loaded late at night or early in the morning.
4. Has the shed been used by young Bonamy after hours for bagging, loading, and weighing corn? Yes.
5. Has Dugdale been employed by Jas. Bonamy in Government time or in after hours? Yes.

JOHN HEALY,
Head Porter, Windsor Station.
30/8/72.

No. 7.

COMMISSIONER'S MINUTE.

Government Railways.—Minute Paper.

I HAVE gone through the evidence taken by Mr. Moody, at Windsor, which shows very conclusively to my mind that grave irregularities, even under the most lenient interpretation, have been allowed by Mr. Bonamy, the Station-master, to prevail at his Station; and I must say that the letter to Mr. Moody, from Mr. Moses and others, which led to the inquiry being instituted, is not only true as regards the direct charges made therein, but is also justified as regards its allusion to other apparent malpractices. If these suspicions are groundless, as from Mr. Bonamy's general character it is believed they are, that officer can have no reason to complain of their existence, as the peculiar circumstances attending the transactions he has been engaged in naturally engendered them.

It would not be to the advantage of the department that Mr. Bonamy should be continued in his position as Station-master at Windsor; he must, as recommended by the Traffic Manager, be disrated to another Station.

The evidence given by Porter Dugdale is very unsatisfactory, and displays a desire to conceal the facts of the case, which however have been sufficiently made manifest by other and independent testimony.

JOHN SUTHERLAND,
4 September, 1872.

Traffic Manager.—B.C., 5/9/72, C.A.G.

As soon as the books can be handed over, I shall carry out the verbal directions of the Minister, and transfer Mr. Bonamy to Ashfield, with salary £150, less deductions, and Mr. Scotland to Windsor, with salary £200 per annum less deductions, the change to date from 1st October next.

R. MOODY,
13/9/72.

Approved.—J.S., 15/9/72.

Seen.—R.M., 15/9/72.

No. 8.

TELEGRAMS WITH REFERENCE TO COMPLAINT OF MR. MOSES.

New South Wales Electric Telegraph.

Redfern Station.

Received the following message from Windsor Station, at 12:30.

7 September, 1872.

From W. Moses to Manager, Redfern.

Asked Bonamy yesterday to secure me five trucks for maize, but has not done so; five teams are now waiting and will not be allowed to unload. What is to be done—the order very urgent?

Replied to, 7/9/72.—R.M.
Mr. B., Mr. Moses.

New South Wales Electric Telegraph.

Received the following message.

7 September, 1872.

From Traffic Manager to W. Moses, Windsor.

Orders given to Station-master to take corn, but if no trucks there nothing can be done, yet Station-master will explain.

New South Wales Electric Telegraph.

Received the following message.

7 September, 1872.

From Traffic Manager to Station-master, Windsor.

Take corn from Moses. Why refuse before 1 o'clock, and trucks not provided?

New South Wales Electric Telegraph.

Redfern Station.

Received the following message from Windsor Station at 5:20.

7 September, 1872.

From Station-master to Manager, Redfern.

No corn refused before or since 1 o'clock; three trucks loaded by Moses, besides shed half full of his corn.

No. 9.

PETITION.

To the Honorable John Sutherland, Esquire, Minister of Works, &c.

SIR,

We, the undersigned inhabitants of Windsor, and residents of the Hawkesbury District, having heard that Mr. George Bonamy, who for eight years has filled the office of Railway Station-master at Windsor, is likely to be removed for the simple reason that his son is in the habit of purchasing maize, whereby he has given offence to some corn-dealers,—we hereby testify that we believe him not only to be a good public officer, but from past experience we know that a more obliging, civil, and well-conducted servant of the Government is rarely to be met with.

We, therefore, respectfully request you will allow him to remain as the Station-master at Windsor, at least till such time as he may be removed in the usual way by promotion, to which we consider him justly entitled.

And your Petitioners will ever pray.

Windsor, 29th August, 1872.

Name.	Residence, profession, &c.
John M. M'Quade	Mayor of Windsor.
Fredk. T. Brentnall	Wesleyan Minister.
Chas. F. Garnsey	St. Matthew's, Windsor.
J. C. Cullen	Congregational Minister.
S. Edgerton	Captain Vol. Rifles.
John Molidge, J.P.	Squatter.
Wm. S. Crew	Dight-st., Windsor.
Wm. Beard, jr.	Ironmonger.
Wm. Primrose	Saddler.
Robt. Turner	Storekeeper.
Benjn. Richards, J.P.	
James Ascough, J.P.	
William Dean	Storekeeper.
John Lane	Bootmaker.
Wm. Walker	Solicitor, Windsor.
George Wade	Clerk.
T. J. Mortley	Bootmaker.
James Paton	Carpenter.
Jas. R. Byram	Chemist.
John Ingrain	Saddler.
Tobias Tana Husband	do.
William West	Tailor.

and 279 other signatures follow.

No. 10.

COMMISSIONER'S MINUTE.

It has been stated that Mr. Moody conducted the inquiry at Windsor in an unsatisfactory manner, and that evidence was suppressed which would have told in Mr. Bonamy's favour. I will make a personal investigation into this matter. The Traffic Manager will have the goodness to attend at this office with Mr. Bonamy and Porter Healy for the purpose.

JOHN SUTHERLAND, 6/9/72.

Mr. Moody informed, 6/9/72.

No. 11.

EVIDENCE TAKEN AT INQUIRY HELD BEFORE THE COMMISSIONER.

In the presence of the Secretary for Public Works.

Mr. Moody, Traffic Manager, asked Mr. Bonamy, Station-master, Windsor, the following questions:—

You remember a recent inquiry in reference to some charges made against you? I do, sir.

That inquiry was held at Windsor: who was present? There was Mr. Wm. Moses, the party who complained, and three others who signed the letter with him, myself, and two farmers as witnesses; also my son, and the two porters from the Windsor Station.

Have you any complaint to make as to the manner in which the inquiry was held? No, I have no complaint to make; the inquiry was straightforward in the manner you conducted it.

Then if anybody has stated that I permitted any undue advantage to be taken of you, is that statement true? No, it is not true.

Was any evidence to be given by you, or on your behalf, suppressed or interfered with? No, sir.

Did you have full latitude to examine the witnesses? I did.

And took advantage of it? I did.

In your judgment, did I do that which, as Traffic Manager, you would have expected me to do? Most decidedly.

Have you any complaint to make as to the way any of the evidence was obtained? No.

Did I express any opinion of the matter after the inquiry? You did.

What was that opinion? You stated that it would be necessary to recommend my removal from Windsor, both for the sake of the department and for my own comfort, or words to that effect.

Do

Do you remember a question being put by Mr. Moses to the head porter as to a private matter between the head porter and your son, which, as being alleged to be a private matter, I declined to receive in evidence? That is the case.

At whose request was this done? At my request. I said—"That is a private matter, and nothing to do with the case."

Mr. Bonamy then made a statement that for a long time his son and the head porter were on most intimate terms and mutually assisted each other in their work; that a disagreement between them afterwards took place, the nature of which he was unacquainted with.

By Mr. Moody.] You have a son at Wallerawang, as Goods Clerk? I have.

You also have a son who is shipping corn from Windsor to a firm at Wallerawang? I have.

Was this corn consigned in the usual way? It was—the receipt being given sometimes by myself and sometimes by the head porter.

As a matter of fact, you are aware that you are in a position, if you choose, to act improperly in the department? I cannot say; I do not believe that a consignment could be sent clandestinely without detection.

Have you ever treated your son's corn differently to any one else's? I never have.

Do you know a man of the name of Hull, living in Windsor? I do.

Did he bring a load of corn to you which you refused to take in the shed? I don't remember it.

Do you remember that he threatened to complain that your sons occupied the shed, and that his was excluded? I don't remember it.

Do you remember ever telling him, or requesting him not to make the complaint? No.

Do you remember his bringing a pig to the station for consignment to Sydney? I do not specially—but if he did it was in the regular way.

Do you remember offering to send the pig in an irregular way, provided no complaint was made about the corn? No.

By the Minister.] What is the custom at your Station with reference to consignments? Every person consigning goods has to fill up a form, which is signed by either myself or the porter who receives the goods. Is a receipt given by the porter a full acquittance to the customer? Yes.

I see by some of the consigning notes that the weights are not inserted—What is the practice? We do not fill in the weights as a rule, as we invariably know what corn will weigh at per bushel, but we always invoice the weights from calculations.

I have read over the above evidence, and I declare the same to be truly and correctly taken.

G. BONAMY.

Mr. John Healy, first porter at Windsor, called in and examined by Mr. Moody:—

Were you examined at Windsor on a recent inquiry into charges made against the Station-master for being concerned in trading with corn in conjunction with his son, and of taking advantage of his position of Station-master to the injury of others? Yes.

Do you remember a question being put to you by Mr. Moses which was alleged to be a private matter? I do.

Were you allowed to reply? I was not allowed by you to reply.

Will you tell the Commissioner what that matter was? A man of the name of Dickson had a truck of corn which I wanted to send away by the train that afternoon; it required to be shunted, and I asked young Mr. Bonamy to give me a hand. I thought he was doing so, but presently saw him walking up to the Station. By great exertion I managed to get the truck to the train, which was also taking some corn for Mr. Bonamy. I afterwards saw young Mr. Bonamy, and said—"Thank you for the assistance you gave me with the truck of corn; I will be one with you for that." Mr. Bonamy told his father, the Station-master, that I had threatened to be revenged upon him. Mr. Bonamy, senior, remonstrated with me, and the affair passed over.

Would Mr. Bonamy's corn have gone whether Dickson's corn went or not? It would.

Did it require more than usual exertion to get Dickson's corn to the train? It did.

When corn or other goods are brought to the Station, who gives receipts for them? I did for all except Bonamy's and Moses' corn; since the inquiry I have done so for Moses' corn as for other parties.

Who gives receipts for Bonamy's corn? I do not; but I suppose either the Station-master or the other porter.

Do you know why you did not give receipts for Moses' corn? Because there was some arrangement between Mr. Moses and Mr. Bonamy, junior, with reference to the loading of the corn.

What was the arrangement? He acted as agent for Mr. Moses, and was paid for his services by him.

How do you know this? I heard Mr. Moses say so at the late inquiry.

Have you ever given any receipts for corn sent by Bonamy's son? Now, that I see the notes, I find that my impression that I did not give receipts for Bonamy's corn is incorrect; I have given some receipts—the Station-master having made them out. I have counted the bags on one or two occasions; but, as a rule, have taken the Station-master's word as to their correctness.

As first porter, is it not your especial duty to give receipts for goods coming to the shed? Yes, I have always considered it so, and have always done so, except in the cases pointed out, or when I was busy elsewhere and the Station-master has given them.

But as a rule has the Station-master shared this duty with you of giving receipts to others, excepting Bonamy and Moses? No.

Did you, as a rule, see the consignment notes made out for Bonamy and Moses? No.

Why? They were not made out in the goods shed as usual. The Station-master told me he made them out in his office; the whole of the corn was weighed by the Station-master, the weights being entered in his pocket-book.

Did you weigh other people's corn on the scales? No, I can scarcely recollect an instance.

You know young Bonamy was employed two days a week? Yes.

Do you know whether he attended to his own work in the Commissioner's time? He has done so.

In what way? In filling up his bags and loading them. Special class have to be loaded by the owner.

Have

Have you assisted him in this? Prior to the quarrel I did, but not much. I have assisted him to load, and for that reason I asked him to aid me in shunting Dickson's truck of corn.

Can you say whether the other porter was employed by young Bonamy? Yes.

In what way? Filling up his bags, sewing and loading them.

Can you say how long at a time he was so employed? Sometimes $\frac{1}{2}$ of an hour, twenty minutes or half an hour, till I called him away.

Was that often? Yes, three or four times a day sometimes.

Has anybody in an underhand way endeavoured to obtain information from you in this matter? No one. I have heard it said that it would appear Mr. Moses did.

Did the Traffic Manager ever seek to get any information from you in reference to this matter? No; only at the inquiry.

At which Mr. Bonamy was present? Yes.

Subsequent to the inquiry have you endeavoured to explain some omissions in your evidence? Yes, I have.

Did you make a journey to Sydney to see the Traffic Manager for that purpose? Yes.

What did the Traffic Manager say to you? He treated me, as I consider, very badly.

Did I rebuke you for having left your Station without leave, and for offering to give evidence which had not been volunteered at the inquiry? Yes, that is correct.

Did I tell you I would punish you for so doing? You did.

Have I done so, and in what way? You have sent me a notice that I will be reduced to a second class porter and removed to another station, which I consider to be very harsh treatment, as I do not think I deserve it; as the day after the inquiry the Station-master insulted me. I was in the habit of taking notes of goods that arrived at the Station, in case they might be left without a consigning note; I was thus engaged, and Mr. Bonamy and the other porter were engaged in unloading special class goods. The Station-master called to me in a loud offensive tone—"Come down you out of that, and assist in unloading." There were many people about who must have heard his domineering tone. I went to him, and asked—"Are you speaking to me?" he replied—"Yes, I am; go and unload that bark." I said—"Is it because I spoke honestly and truthfully at the inquiry yesterday that you address me in this way?" "Yes," he replied, "you spoke too honestly." It was on account of this I came to Sydney; it occurred at 3 o'clock p.m., and I came to Sydney by the 4 o'clock train to seek the protection of the Traffic Manager against the insults of the Station-master.

By the Minister.] What do you mean by special class goods? Corn, bark, and such like, which should be unloaded by the owner according to the sheet.

Will you look at the rate sheet? I see by the rate sheet that special class goods are to be loaded by owners, not unloaded—nothing is said about it.

By Mr. Bonamy.] Till within the last month or two James Bonamy and you have been on very good terms? We have.

Were you not always ready to assist each other in your work? We were.

When the shed has been full, or nearly full, with Moses', Bonamy's, and other people's goods, have you not with the other porter and James Bonamy turned to and got it loaded to make room for the incoming goods? Sometimes, but not often. I have generally been employed at something else.

You were aware that James Bonamy was employed two days in the week? Yes.

Don't you think he has often worked more than that time in assisting to do the work? Some time ago he did, but very little since he became a corn-dealer.

Have you seen James Bonamy at work on his own account on Mondays and Thursdays, being the days he was paid by the Government? I have seen him, as before stated, in bagging, sewing, and loading.

Do you admit that he worked for the department on other days? He did formerly, and very largely so before he was employed by the Government at all.

Do you remember seeing a man of the name of Peter working for James Bonamy? Yes.

You accuse me that the day after the investigation I spoke insultingly to you: am I in the habit of so doing? No, and that made me feel it the more.

Do you know my object in wanting the bark to be unloaded that afternoon? No; but my impression was that on account of young Bonamy just having loaded a truck, William Moses or his men wanted another, and I suppose the Station-master thought it unwise not to let him have it after first letting young Bonamy have one.

You consider that I wanted this truck unloaded for the purpose of giving Mr. Moses a truck? Yes, especially as your son had just had one.

Respecting the way in which I spoke to you: you were taking in oranges from Nicholls at the time, were you not? Yes, I was.

Did I not say—"John, lend these chaps a hand; that man," alluding to Nicholls, "does not require help"? No, that is not what you said.

Did you not say you would go to Sydney? Yes.

Did I not reply—"You wont frighten me"? No; you said something about it was a strange thing to leave you on a Thursday."

I declare that the above evidence is truly and correctly taken, and is a true statement of the facts of the case.

JOHN HEALY.
10/9/72.

No. 12.

COMMISSIONER'S MINUTE.

Government Railways.—Minute Paper.

THE evidence taken before me speaks for itself. Mr. Bonamy admits, and he frankly and earnestly admitted it, that the manner in which Mr. Moody conducted the inquiry at Windsor was perfectly fair to all parties concerned, and free from any objection whatever. He admits that when Porter Healy was volunteering certain evidence as to the cause of his quarrel with young Bonamy, he himself asked Mr. Moody not to go into that matter, as it was of a private nature and did not bear upon the case. Mr. Moody, believing Mr. Bonamy's statement, declined to take the evidence. The inquiry before me, however,

however, clearly shows that the cause of quarrel between Porter Healy and young Bonamy did bear upon the case, and would have, if given at the inquiry at Windsor, very strongly supported the charges made by Mr. Moses and others.

The manner in which Mr. Moody received Porter Healy, who improperly left his Station without permission, to come to Sydney in order to bear evidence privately against Mr. Bonamy which he had not volunteered publicly at the inquiry, must dissipate any impression that exists that he is in any way prejudiced in the matter, or actuated by any other feeling than a desire to see justice done to all concerned.

The more this matter is inquired into, the more apparent does it become that Mr. Bonamy has acted most indiscreetly, and by his conduct and manner towards his porters has disorganized his Station.

Petitioners informed, 9/10/72.

JOHN SUTHERLAND, 11/9/72.

No. 13.

THE COMMISSIONER FOR RAILWAYS to J. M'QUADE, Esq., AND OTHERS.

Department of Public Works,

Railway Branch,

9 October, 1872.

GENTLEMEN,

In acknowledging the receipt of your memorial, requesting that Mr. Bonamy, Station-master at Windsor, may be continued in that position and not be removed to another Station, as is understood to be the intention, in consequence of complaints made by some corn-dealers in connection with the circumstance of Mr. Bonamy's son having entered into their line of business,—I have the honor to inform you that Mr. Secretary Sutherland has elicited all the facts connected with this case, and of those which have occurred in connection therewith since the receipt of your petition, and regrets to say that he is unable to grant a compliance with your request that Mr. Bonamy should not be removed from the Windsor Station.

2. Mr. Sutherland has read the evidence taken by the Traffic Manager, Mr. Moody, at Windsor, which shows very conclusively to his mind that grave irregularities, even under the most lenient interpretation, have been allowed by Mr. Bonamy, the Station-master, to prevail at his Station; and Mr. Sutherland, so far back as the 4th ultimo, previous to the receipt of your petition, decided that it would not be to the advantage of the department that Mr. Bonamy should be continued in his position as Station-master at Windsor, and that he must be disgraced and removed to some other Station.

3. At the time your petition was received it was stated to the Secretary for Public Works that Mr. Moody was prejudiced in the case—had conducted the inquiry at Windsor in an unsatisfactory manner—and that evidence had been suppressed which would have told in Mr. Bonamy's favour. Mr. Sutherland thereupon decided to make a personal investigation into the matter, and directed the attendance of the Traffic Manager, Mr. Bonamy, and Porter Healy at his office for the purpose.

The following is Mr. Sutherland's minute on the evidence adduced before him:—

"The evidence taken before me speaks for itself. Mr. Bonamy admits, and he frankly and earnestly admitted it, that the manner in which Mr. Moody conducted the inquiry at Windsor was perfectly fair to all parties concerned, and free from any objection whatever.

"He admits that when Porter Healy was volunteering certain evidence as to the cause of his quarrel with young Bonamy, he himself asked Mr. Moody not to go into that matter, as it was of a private nature, and did not bear upon the case.

"Mr. Moody, believing Mr. Bonamy's statement, declined to take the evidence. The inquiry before me, however, clearly shows that the cause of quarrel between Porter Healy and young Bonamy did bear upon the case, and would have, if given at the inquiry at Windsor, very strongly supported the charges made by Mr. Moses and others.

"The manner in which Mr. Moody received Porter Healy, who improperly left his Station without permission, to come to Sydney in order to bear evidence privately against Mr. Bonamy, which he had not volunteered publicly at the inquiry, must dissipate any impression that exists that he is in any way prejudiced in the matter, or actuated by any other feeling than a desire to see justice done to all concerned.

"The more this matter is inquired into, the more apparent does it become that Mr. Bonamy has acted most indiscreetly, and, by his conduct and manner towards his porters, has disorganized his Station.—
JOHN SUTHERLAND.—11/9/72."

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 14.

THE UNDER SECRETARY TO THE CROWN LAW DEPARTMENT TO THE UNDER SECRETARY FOR PUBLIC WORKS.

Attorney General's Department,

Sydney, 21 October, 1872.

SIR,

I am directed to forward, for the information of the Honorable the Secretary for Works, the enclosed copy verdict of the Jury on inquest on Edward Dugdale, held before the Coroner at Windsor, on 16th instant.

Inquest No. 724.
Cor. J. B. Johnston, Esq.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

[Enclosure.]

[Enclosure.]

New South Wales, }
to wit.

INQUISITION held at the dwelling-house of George Thomas Bushell, known as the sign of the "Sir John Young Hotel" at Windsor, in the Colony of New South Wales, this 17th day of September, 1872, before me, Jas. B. Johnston, one of the Coroners of our Sovereign Lady the Queen for the Colony aforesaid, on view of the body of Edward Dugdale, then and there lying dead.

Upon the oaths of John Thomas Neilson, Patrick Butter, Thomas Boston, William Bell, Frederick Bowman, James T. Raultham, George Davis, George B. Caddle, William Beard, Peter Whaling, John Stewart, John A. Dawson, good and lawful men of Cumberland 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 Edward Dugdale came to his death, do upon their oaths say that the deceased, Edward Dugdale, committed suicide by drowning himself whilst labouring under depression of mind, caused by dismissal from the Government Railway Service; and the Jury consider that he has been harshly dealt with in his dismissal by the Traffic Manager, Mr. Moody.

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.

JAS. B. JOHNSTON, Coroner.
JOHN THOMAS NEILSON, Foreman.

[Here follow signatures of Jurors before named.]

Jurors.

No. 14A.

DEPOSITIONS TAKEN AT INQUEST, AND MINUTES OF THE ATTORNEY GENERAL THEREON.

INFORMATION and depositions of witnesses taken on oath before me, James Blich Johnston, one of the Coroners of our Sovereign Lady the Queen for the Colony of New South Wales, this sixteenth day of September, one thousand eight hundred and seventy-two, at the dwelling-house of Mr. George Thomas Bushell, known as the sign of the "Sir John Young Hotel," at Windsor, in the said Colony, on view of the body of Edward Dugdale, then and there lying dead:—

George Bonamy, having been sworn, states: I am a Railway Station-master at Windsor; I knew the deceased, Edward Dugdale; he was a porter at the Windsor Railway Station; I have viewed the dead body this morning of a person I recognize as Edward Dugdale; I last saw deceased alive about half-past 7 on Saturday morning; he has been about eleven months under me at Windsor; he was a remarkably sober man; he had not the slightest appearance of being under the influence of drink on Saturday morning; during the whole time he was under me his conduct was good; on the 3rd instant he received information from the Traffic Manager that his services would be dispensed with after the 14th instant, and he was to give up possession of the gate-house he held on that day; the notice of his dismissal appeared to prey on his mind very much; I missed him from duty about 9 o'clock; he did not make use of any expressions on Saturday morning denoting anything strange; on Thursday morning he spoke to me in a strange manner; he said, in reference to his dismissal, that he had been sold; he appeared to think he had been harshly dealt with; on several occasions he said he had been sold,—ill used; it was like putting a dagger to his heart, and asked, what had he done to deserve this; he was a married man, and leaves a wife and child; I believe most decidedly that it was in consequence of his dismissal that he made away with himself; I had no idea that he would commit suicide until after 11 o'clock; he did not say or do anything to lead me to believe that he would commit suicide; he was quite rational; he always did his duty well, and was a faithful and good servant.

GEORGE BONAMY.

Taken and sworn before me, this 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

Alice Dugdale, having been sworn, states: I am the wife of the late Edward Dugdale; he was a porter at the Railway Station, Windsor; the last time I saw him alive was at half-past 8 on Saturday morning; he left home and said he was going to the Rev. Mr. Brentnall's, the Wesleyan Minister; I was shown a dead body yesterday morning, which I recognize as my husband's; on Saturday morning he stood looking out of one of the back windows, when he turned round suddenly to me and said, "I can't stand it; I shall do something wrong"; when Mr. Moody was up on Saturday week, he said, in reference to her husband, "I shall punish that man"; he afterwards got a paper, stating that his services would be dispensed with; deceased has been about two years and a half in the Railway Department, as porter; he has been a temperate man the whole time; he never took any spirits; on Saturday morning I did not notice anything unusual in his manner; he was perfectly sober; he fretted very much after he received the notice of dismissal; deceased was about 45 years of age; he was a native of Cottenham, Cambridgeshire, England; we came to the Colony in the year 1857; deceased did nothing to lead me to fear he would commit suicide; I have only one child—a daughter; there was nothing to cause his distress of mind but his dismissal; my husband's putative father's name was Edward Laurence.

ALICE DUGDALE.

Taken and sworn before me, this 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

Thomas Hall having been sworn, states: I reside on the Richmond Road; I am a fettle on the Railway-line; I knew the deceased Edward Dugdale, very well; he was a porter, stationed at Windsor; from something I heard on Saturday I went in search of him; about 4 o'clock in the afternoon I went along by the Church green and down to the river; the reason I went in that direction was that I had heard deceased had gone in the same direction; when I got into Gosper's paddock I saw tracks of deceased's boots; I knew they were his tracks; the tracks led along the edge of the water of the Hawkesbury River; I followed it along until I came to a very steep bank, almost perpendicular; I couldn't track him any further; I then came back to Harry Mills and spoke to him about the deceased; I then left Mills and informed

informed the sergeant that I had seen the tracks of deceased leading to the river; I saw deceased about half-past 6 o'clock that morning at the Railway Station; I was talking to him; he told me he had been down to Sydney on Friday; he said he went down to see the Traffic Manager, but he was at the north, and the Minister for Works was not at home; he seemed very dull and depressed; he told me a few days before that he had been dismissed, and that Saturday would be his last day at the Railway; I never noticed anything strange about him until Saturday; he did not then appear to be in his right mind; there was nothing said or done by him to lead me to believe he would commit suicide; he told me the day after the investigation that he had been sold like a bullock; he also once said to me that he had been badly used.

his
THOMAS + HALL.
mark.

Taken and sworn before me, at Windsor, the 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

Thomas Hall, re-examined: I said that deceased was not in his right mind; I did not mean by that that he was out of his mind; I only meant that he was very much depressed and disturbed in his mind.

his
THOMAS + HALL.
mark.

Taken and sworn before me, at Windsor, the 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

Henry Mills, having been sworn, states: I am a labourer, and reside on the bank of the river in Windsor; I was shown to-day, in the presence of the Coroner and Jury, a dead body; I recognize the body as the remains of a person I knew as Ned the porter; I saw the deceased on Saturday morning, near my place; he was walking along slowly, with his head down; I was standing at the time under the verandah of my house; deceased was near the gutter that runs into the lagoon; he crossed the gutter, and recrossed it, and then went into Gosper's paddock; he then went towards the willow-trees on the bank of the river; when he got to the willows he stood under a tree; I then went and had my breakfast; I never saw deceased alive again; it was between 8 and 9 o'clock in the morning; a man named Hall came to me in the afternoon, and asked me if I had seen little Ned, meaning the deceased; I told him yes; Hall and I then went to the barracks to tell the police; I have known the deceased nearly two years; I have had no conversation with him lately.

his
HENRY + MILLS.
mark.

Taken and sworn before me, at Windsor, the 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

John James Fitzpatrick, having been sworn, states: I am Senior-sergeant of Police stationed at Windsor; about a quarter past 5 on Saturday afternoon last Thomas Hall and Mills came to me at the barracks; Hall said he feared that Little Ned, meaning the deceased, had done something wrong, as he had observed footprints leading to the river, which he believed to be the deceased's; I accompanied Hall and Mills to the river; Hall there pointed out the footmarks; the footmarks commenced in Gosper's paddock and led to the edge of the river; the tracks went along the edge of the water for some few yards, to a point where the bank had been washed away; the bank was very steep, and was about 7 feet above the water; along the base was a very narrow ledge; the footprints went along the ledge to a point where the bank projected into the river; I there noticed that a person could go no further, and there were no tracks returning; I then got the punt-boat, and, accompanied by Constable Goodwin, with the dragging tackle, we went to where I had seen the footprints at the furthest point, and commenced dragging in front of that place; after a few turns of the boat we discovered the body which the Coroner and Jury have viewed to day; there were 17 or 18 feet of water where the body was; the water is deep to the edge; I recognized the body as that of Edward Dugdale; I took the body to the Windsor wharf, and from there to where it now lies; I searched the pockets of deceased, and found in them a Railway-key and a nail.

JOHN J. FITZPATRICK.

Taken and sworn before me, at Windsor, the 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

George Bonamy re-examined: Last Saturday fortnight the Traffic Manager, Mr. Moody, was up; he told me he should dismiss Dugdale, and disrate the other porter named Healy; I replied by saying that you will dismiss the best man in the Commissioner's service; deceased, as porter, acted under my instructions; there were charges made against him, but not by me; Mr. Moody did dismiss him on the following Tuesday; I believe Mr. Moody said something to Dugdale about being at the wharf loading corn; I don't remember that Mr. Moody said he was informed that he did so frequently; I believe the man did give some one a lift with some corn at the wharf once; he did not do it for any gain; he was never absent from the Station at any time, except on official business; he never neglected his duty to my knowledge.

G. BONAMY.

Taken and sworn before me, at Windsor, the 16th day of September, 1872,—

JAS. B. JOHNSTON, Coroner.

I hereby certify that Edward Dugdale, on whose body an inquest has been held this day, was a pauper, and that he had no friends or relatives by whom the expense of his burial could be paid.

J. B. JOHNSTON,
Coroner.

LETTER,

LETTER, with copy verdict of Jury herein, to Under Secretary for Works, for information of the Secretary for Works.—Sept. 21/72.

To be again brought forward.—21/9/72.

Add substance of report in the *Sydney Morning Herald* of to-day.—10/10/72.

It appears that the Minister for Works has held an inquiry into this case, and examined several witnesses, and in reference to rider to verdict, after careful consideration and with a full acquaintance of the facts of the case, he was of opinion that Mr. Moody had acted with the best intentions and for the benefit of the Service; and he considered that any private firm would have pursued the same course under the circumstances.

To be filed.—E.B., 12/10/72.

No. 15.

THE TRAFFIC MANAGER to THE COMMISSIONER FOR RAILWAYS.

Traffic Manager, for report.—J.S., 26/9/72.

Railways.—B.C., 27/9/72, G.H.

No one can regret more than myself the end of this unfortunate man. I have been deeply pained and aggrieved at the unjustifiable rider of the jury's verdict, apparently based upon the unsupported testimony of the Station-master, who was concerned in the causes which led to Dugdale's dismissal, and whose evidence is in distinct contradiction of the facts of the case. Mr. Secretary Sutherland is aware of all the facts relating to this matter, and I can with confidence leave my justification in his hands.

R. MOODY, 4/10/72.

No. 16.

COMMISSIONER'S MINUTE.

AFTER carefully reading over the evidence in this case, I believe the Traffic Manager has acted with the best intentions and for the benefit of the Service, and no more than what any private firm would have done under the circumstances.—J.S., 7/10/72.

No. 17.

HEAD PORTER HEALY'S DECLARATION.

I, JOHN HEALY, do hereby solemnly and sincerely declare that I have come voluntarily to make a statement having reference to an inquest lately held at Windsor, upon the body of Edward Dugdale, found drowned:

I state, that although I expected to be called to the inquest, and was ready to give material evidence to the Jury, I was not so called, and in consequence of my having been sent to Macquarie Plains, and my subsequent sickness, I have been unable to meet with the Traffic Manager, Mr. Moody, until this day.

I remember the day that Dugdale's body was found in the river. I was engaged as head porter on the Railway at Windsor. Dugdale left the Station about 8 o'clock that morning. About an hour previous I was in conversation with him; he was perfectly rational in doing our business. I further say, about three or four days before the day of his death he stated to me that he had been "sold," and that "they might as well have driven a dagger to the heart, and if that he had taken his wife's advice he would not have been sold as he was." This is all that passed between him and I.

I further say, on the morning of the day of Dugdale's death, about 11 o'clock, Mr. Bonamy came down to me at the goods shed and said, "I would not be surprised if Dugdale had plunged into the river." I replied, "I thought he had gone drinking." Mr. Bonamy then said, "Had it been Morgan he would not be surprised; he would expect to find him in public-houses, but not Dugdale, as Dugdale was weak-minded, and was the sort of man that would do as he said." He, Mr. Bonamy, further said that "Dugdale was not a fit man to be on the Railway, being very deaf, he was always afraid that the train would run over him or that he would meet with some accident."

I further say that about 12 o'clock the same day Mr. Bonamy asked me if Dugdale had said anything to me in reference to being "sold." I replied "I had heard him say so." Mr. Bonamy then said "a few nights ago that Dugdale appeared very excited and said something about being sold." Mr. Bonamy then said he made no reply, but asked him the next day what did he mean by being "sold" and "the dagger being driven to his heart."

Mr. Bonamy said, "I asked Dugdale who he meant had sold him" and he said, "Oh! Wilkins and them." This ended the conversation between Mr. Bonamy and I, and then he left.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council substituting declarations in lieu of voluntary oaths in certain cases.

JOHN HEALY.

Taken and declared before me, at Sydney, this 8th day of October, 1872,—

W. D. MEARES, J.P.

No. 18.

EXTRACT from the *Sydney Morning Herald*, 10th October, 1872.

THE LATE SUICIDE OF RAILWAY PORTER DUGDALE.—A short time ago a man named Dugdale, who had been employed at the Windsor Railway Station as a porter, committed suicide under circumstances which have since been made the subject of inquiry. It appears that in the first instance corn-dealers in Windsor wrote a letter complaining that Mr. Bonamy, son of the Station-master at that place, had gone into business in the same line as themselves, under the name of Wilkins & Co.; that the goods of this alleged firm were allowed to occupy the Station to the exclusion of their own; and that other advantages accrued

13

accrued to the firm by reason of the position of Bonamy. The younger Bonamy was employed as a porter at the Station two days in the week—the market days. It was alleged that Mr. Bonamy the Station-master, was himself aware of the circumstances. As the result of this complaint, an inquiry was made by Mr. Moody, the Traffic Manager, and it was considered that the irregularities particularly defined were made out. The younger Bonamy was dismissed, it being proved to the satisfaction of Mr. Moody that he had loaded his own bags and stitched them on the days on which he was paid for his services as a porter. It also appeared that he had got the porter Dugdale to assist him in this work; and, as Dugdale was considered to have prevaricated when under examination, and otherwise given his evidence in an unsatisfactory manner, he too was dismissed from his position. It appears that Dugdale was junior porter, and could not be disgraced; therefore he was removed, though it is said that he would probably have again been taken on in the course of a month or two. It was determined that Mr. Bonamy, the Station-master, should be disgraced; and he received notice that he would be removed to another Station. Certain inhabitants of Windsor hearing of their Station-master's position, drew up a petition and forwarded it to the authorities, complaining of his proposed removal, and alleging that he had not been fairly treated in the examination. The Minister for Works (Mr. Sutherland) then held an inquiry into the case, and examined several witnesses, when Mr. Bonamy, the Station-master, acknowledged that the first inquiry had been conducted fairly. It also came out that on the day after the first inquiry, another porter named Healy, thinking himself hardly treated by the Station-master, left without leave, and made his complaint to Mr. Moody, further stating that he had other information in the case which he had not given at the inquiry; but so far from receiving any sympathy from the Traffic Manager, he was at once disgraced for leaving his place without leave, and for withholding information. The Minister for Works, after his inquiry, arrived at the conclusion that Bonamy had acted most indiscreetly, and by his conduct with his porters had disorganized his Station. With respect to the porter Dugdale, who committed suicide, and at whose inquest the Jury added a rider to their verdict that they considered that the deceased had been harshly treated by being dismissed from the Railway service by the Traffic Manager,—Mr. Moody stated (the papers having been forwarded by the Crown Law Officers to the Works Department) that no one regretted the death more than himself, but that he had been deeply pained at the unjustifiable rider attached to the verdict of the Jury, which was apparently based upon the unsupported testimony of the Station-master. Therefore, he confidently left his justification in the hands of Mr. Sutherland, who was acquainted with all the facts. Mr. Sutherland's minute is to the effect that, after careful consideration, the Minister was of opinion that Mr. Moody had acted with the best intentions, and for the benefit of the service, and considered that any private firm would have pursued the same course under the circumstances. We understand that an answer has been written to the inhabitants of Windsor, expressing Mr. Sutherland's regret that, after making himself fully acquainted with the case, he is unable to grant their request—that Mr. Bonamy should be allowed to remain there as the Railway Station-master.

No. 19.

EXTRACT from the *Sydney Morning Herald*, Saturday, 12th October, 1872.

We, the undersigned, the Jury duly sworn to make inquiry into the cause of the death of the late Edward Dugdale, late porter at the Windsor Railway Station, having noticed in the *Herald* of the 10th instant, a certain attempted exculpatory statement (apparently communicated), headed "The late suicide of Railway porter Dugdale," and conveying strictures upon the verdict given by us to effect that the suicidal act was brought about by the harsh and unjust dismissal of the deceased by the Traffic Manager, Mr. Moody, who, in the exercise of the powers and duties of his office had, in our opinion (and to which we adhere), displayed a total disregard of the principles of justice, much to be deplored.

The Jury, before coming to their verdict, carefully weighed all the testimony, and adopted the verdict given as one out of three, being the mildest in form and language, and to give Mr. Moody every opportunity to rebut the same should the matter hereafter be made the subject of an inquiry.

The Jury further consider the verdict was fully supported by the evidence of the witnesses, Alice Dugdale and Thomas Hall, corroborated as it was by the evidence of Station-master Bonamy, who evinced an apparent unwillingness to give evidence in any way reflecting upon Mr. Moody, and it was only on appeal to the Coroner to compel him to give evidence, that the facts of the case were elicited, and upon which our verdict is supported.

JOHN THOMAS NEILSON,
Foreman, at the request of the Jury.

Windsor, October 10, 1872.

No. 20.

MR. G. R. CADELL TO THE TRAFFIC MANAGER.

Windsor, 15 October, 1872.

SIR,

With respect to Mr. Neilson's letter in the *Herald* of the 12th instant, and signed by him as Foreman of the Jury, I beg to state that, as one of the Jury, I was never asked, nor did it receive my consent; neither is Mr. Neilson's statement correct.

Should you think a correct statement necessary, it can be sent to you.

I am, &c.,
GEORGE R. CADELL.

No. 21.

MR. C. PAULL to THE TRAFFIC MANAGER.

8, Myrtle-street, Darlington,
25 November, 1872.

SIR,

On seeing by the daily paper that there is to be an inquiry into the case of the late porter Dugdale, who committed suicide at Windsor, I have the following information to give which may be of use. On the Friday evening previous to his committing suicide, I saw Dugdale at the Redfern Station (this was at about 4.30 p.m., before the departure of the train for Windsor, by which he was going). I bid him good-day, and expressed my sorrow at his misfortune; to which he stated he felt very miserable, and that he could not help thinking what a fool he had been to be led into it the way he was. He also stated that he could not see how he was to blame *until* Mr. Moody had been up and explained it to him. He also stated he had not a friend in the world, and that he did not know what he should do. I am positive as to the correctness of this statement, and you are at liberty to use it in any way you think proper.

I am, &c.,

CHARLES PAULL.

Place with other papers on this subject.—J.S., 25/11/72.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(CASE OF MR. PASS, RAILWAY STATION MASTER.)

Ordered by the Legislative Assembly to be printed, 2^d April, 1873.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 4 March, 1873, That there be laid upon the Table of this House,—

“Copies of all correspondence and other documents relative to the case of
“Mr. Pass, Railway Station Master, particularly any complaints or reports
“from the Traffic Manager.”

(*Mr. Robertson.*)

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RAILWAYS.

No. 1.

MR. S. PASS TO THE SECRETARY FOR PUBLIC WORKS.

Parramatta, 21 May, 1867.

DEAR SIR,

Having just returned from a visit to England, I am anxious to get a situation suited to my abilities, and knowing you to be a friend of my father's, I beg to solicit your interest and influence to procure the same for me. Feeling satisfied I shall please in whatever position I am placed,

I have, &c.,
SAML. PASS.

Inform that application will receive my attention.—J.B., 22/5/67.

No. 2.

THE UNDER SECRETARY FOR PUBLIC WORKS TO MR. S. PASS.

Department of Public Works,
25 May, 1867.

SIR,

In acknowledging the receipt of your letter of the 21st instant, I am directed to inform you that the application for an appointment in the Public Service, which you therein make, will receive the attention of the Honorable the Secretary for Public Works when a suitable vacancy occurs.

I have, &c.,
JOHN RAE.

No. 3.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Government Railways.—Minute-paper.

I HAVE the honor to request the Commissioner's approval of the following promotions and removals of officers, in consequence of the opening of new stations on the Southern and Western lines, viz. :—

*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*

6th. Samuel Pass, at present Parcels' Clerk, Sydney, promoted to the position of Station-master, Haslem's Creek, at a salary of £120 per annum.

ED. OWEN, 12/12/67.

Executive authority.—J.B., 17/12/67. P. Wks., B.C., 17/12/67. Minute for Exc. Council, 18/12/67.

MINUTE FOR THE EXECUTIVE COUNCIL.—(68-50.)

Department of Public Works,
Sydney, 18 December, 1867.

I HAVE the honor to recommend, for the approval of His Excellency the Governor and the Executive Council, the following transfers and promotions in the Railway Branch of this Department, consequent upon the opening of new stations on the Southern and Western lines, &c., viz. :—

*	*	*	*	*	*	*
*	*	*	*	*	*	*
*	*	*	*	*	*	*

Mr. Samuel Pass, at present Parcels Clerk, Sydney, to be promoted to the position of Station-master at Haslem's Creek; salary, £120 per annum.

JAMES BYRNES.

The Executive Council approve of the several transfers and promotions in the Railway Branch of the Public Works Department, herein set forth, and advise that they be carried into effect.—ALEX. C. BUDGE, Clerk of the Council.

Minute, 67-53, 23 December, 1867. Confirmed, 30 December, 1867.

23 Dec., 1867.—J.Y.

(See *Government Gazette*, 10/1/68.)

Letter to Under Secretary Finance and Trade.—7/1/68.

THE UNDER SECRETARY FOR PUBLIC WORKS TO THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Public Works,
Sydney, 7 January, 1867.

SIR,

I am directed to inform you that the Executive Council has approved of the following transfers and promotions in the Railway Branch of this Department:—

* * * * *
* * * * *

Mr. Samuel Pass, at present Parcels' Clerk, Sydney, to be Station-master at Haslem's Creek; salary, £120 per annum.

I have, &c.,
JOHN RAE.

No. 4.

COMPLAINT OF THE CHIEF CLERK.

Great Southern Railway.—Requisition for Passengers' Tickets, March, 1st, 1870.—Required for the use of Haslem's Creek Station.

Quarterly to Sydney.	Second Class.	Last Progressive No.	Tickets on hand.	Quantity required.
		003		
		002	Nil.	3
		wrong number. Returned for correction.		

Will Mr. Pass be so good as to pay attention to this matter. His number is wrong again; this must arise from carelessness.—C.A.G., Chief Clerk, 2/3/70. This requisition is to be returned with a new requisition.—L.P.I., 2/3/70.

Great Southern Railway.—Requisition for Passengers' Tickets, March 8, 1870.

Quarterly to Sydney.	Second Class.	Last Progressive No.	Tickets on hand.	Quantity required.
		2*	Nil.	3

Wrong number again. I must ask the Traffic Manager to reprimand Mr. Pass for this carelessness.—C.A.G., 11/3/70.

No. 5.

THE TRAFFIC MANAGER TO STATION-MASTER PASS.

Mr. Moody.—B.C., 11/3/70.

Mr. Pass has been promoted to another station; but if he does not attend more carefully to the particular duty referred to herein, I fear his promotion will be of short duration. An efficient station-master looks to his tickets as of primary importance, and if often neglected, opens the door to fraud, and, consequently, removal of the Station-master I hope it may not happen again.—R.M., 11/3/70.

Mr. Pass; to be returned.

Government Railways.—Memorandum to Mr. Vernon, Traffic Auditor.

Haslem Creek Station,
12 March, 1870.

Sir,

I beg to ask if you will supply the correct *pro* No. of 2nd Quarterly to Sydney. I beg to attach two requisitions that have been returned in consequence of some error in the No. I have entered thereon. Having paid the value of all season second class tickets to Cashier, and forwarded all such tickets to audit after their expiration, I am at a loss to account for the mistake.

Yours, &c.,
S. PASS.

Mr. Vernon, Sir,—On requisitions I have applied* for *Book* Tickets.—S.P.

According to information received from Chief Clerk's office, Haslem's Creek Station-master was supplied on 11th January, 1869, with the following:—Q.C., Q.S. tickets; cards, 00 to 001; and books, 1 to 2*. In applying therefore, as above stated, for a further supply, he was correct in giving the No. for which the Chief Clerk has thought proper to ask the Manager's reprimand. If books were to be superseded Haslem's Creek should have been so informed. In his case book tickets would appear as the newest description.

Under the circumstances, if the Station-master furnishes the requisition in this case to Chief Clerk, through Manager, I am sure he will be glad to find there was no ground for the reprimand called for by the Chief Clerk.

D.V., 14/3/70.

Station-master Pass to The Traffic Manager.

Sir,

With every respect I beg to refer this matter to you again, and would mention that in applying for these tickets I was under the impression that the Nos. of book tickets and card tickets were taken separately, because at different times I was supplied with both C and B tickets.

I regret that at this particular time there should be any trouble in the matter.

Yours, &c.,
S. PASS.

To

To Chief Clerk,—If the Traffic Auditor is right the Chief Clerk must be wrong, and I must expunge this reprimand from orderly-book. Chief Clerk will perhaps explain, that justice may be done.—R.M., 16/3/70.

The Traffic Auditor is quite wrong, and I must request that this reprimand may stand. The facts are these :—On the 30th December, 1868, two books were supplied to Station-master, Nos. 1 and 2; on the 6th January, 1869, two cards were supplied, viz. :—000 and 001. It is therefore quite clear that the Station-master's closing No. should be 001 if his books be properly kept. Mr. Pass first gives 003; this mistake is pointed out and he gives 002; again, the error is pointed out and he gives 2. I say this is gross carelessness and he must be reprimanded for it. I must have a proper requisition if the tickets are to be supplied.—C.A.G.

Traffic Manager.—C.A.G., B.C., 20/3/70.

Government Railways.—M. No. 70-848.

Traffic Manager's Office,
Redfern Station.

Mr. S. Pass reprimanded for carelessness in requisitioning for tickets. The Chief Clerk is no doubt correct and the reprimand must remain.—R.M., 21/3/70. Station-master, Rooty Hill, to see.—S.P., Rooty Hill, 22/3/70. Chief Clerk, 23/3/70.

No. 6.

APPOINTMENT OF MR. PASS AS STATION-MASTER, ROOTY HILL.

Government Railways.—Minute-paper.

The Traffic Manager to The Commissioner for Railways.

IN consequence of Mr. Williams's resignation as Station-master at Rooty Hill, I have the honor to recommend, for the Commissioner's consideration and approval, that Mr. Samuel Pass, Station-master, Haslem's Creek, at £120, be removed to Rooty Hill as Station-master, at £132 10s. per annum and house, from 1st March.

* * * * *
* * * * *

R. MOODY, 29/3/70.

Approved.—J.S., 2/4/70. Traffic Manager to note.—C.A.G., 4/4/70. Noted.—R.M., 4/4/70.

No. 7.

APPOINTMENT OF MR. PASS AS STATION-MASTER, BOWRAL.

Minute-paper.

The Traffic Manager to The Traffic Auditor.

Railway Branch, Sydney,
20 June, 1870.

THE staff changes are now to be submitted to the Commissioner, for the opening to Rydal; and as this will leave a vacancy at Mount Victoria, I shall be glad of the audit character of the following officers relatively :—

Mr. Pass—Mr. M'Coy; eligible for promotion to Mount Victoria.

* * * * *
* * * * *

R. MOODY, 22/6/70.

With regard to Pass and M'Coy, in the actual performance of their work they may be considered equal. M'Coy proves himself however the more willing and tractable officer of the two.—D.V., 22/6/70.

* * * * *
* * * * *

Government Railways.—Minute-paper.

The Traffic Manager to The Commissioner for Railways. Staff arrangements for opening to Rydal, G.W.R.

Mr. Samuel Pass to proceed from Rooty Hill to Bowral, to relieve Mr. M'Coy, with salary £120 and quarters, and with allowance for post office.

Present salary,
£132 10s.

* * * * *
* * * * *

R. MOODY, 23/6/70.

Approved.—J.S., 24/6/70. Traffic Manager, to be returned.—C.A.G., 24/6/70. Seen and informed.—R.M., 25/6/70.

No. 8.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Bowral Station,
9 July, 1870.

SIR,

I beg most respectfully to ask you if an assistant may be sent to this station. I would also respectfully remind you the duties are of such a nature as to keep me constantly employed during the day and on the alert during the night, leaving little time for peaceful sleep so necessary to health, viz.:—During the day I am fully employed receiving and delivering goods, weighing and entering same, cleaning four pairs of points, lamps, besides attending to my daily book duties and post office. At night I attend to 9.2 p.m. down train, 2.16 p.m. up train, and very frequently the down goods, which arrives here between 4 and 5 a.m. I would suggest that a boy between 15 and 16 years of age may be sent, who would be of great service in attending to the lighter duties of station.

I trust the Traffic Manager will not see anything in this communication either of presumption or offensive. Also trusting for your kind consideration,

Yours, &c.,
SAMUEL PASS.

No. 9.

MINUTE OF THE TRAFFIC MANAGER.

FROM a document shown me, bearing the signature of Mr. Pass, it occurs to me he is under a misapprehension in this case, as instead of an assistant I should say it is a Station-master that is required. If Mr. Pass were competent to do his office business and really did it, I do not think it would be more than anyone could do without fatigue, but as it is quite clear to me that Mr. Pass does not even do what is expected of him, I fail to see how he can be over-worked.

R.M., 11/7/70.

To Station-master, Bowral,—Seen.—S.P., 13/7/70.

No. 10.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Government Railways.

Bowral, 12 July, 1870.

SIR,

In reference to your memo., I beg to state I did give a little brandy to guard of train, being in the habit of taking a little for medicinal purposes myself, but I beg to state I gave it in compassion, considering the bitter cold, and the long distances they travel, without in any way knowing that I was acting in any way imprudently.

I have, &c.,
SAMUEL PASS.

To Mr. Pass,—The guard's name is not stated; am I to understand that Mr. Pass has only given drinks to but one person in connection with the running of trains.—R.M., 13/7/70.

To R. Moody, Esq.,—

Sir,—The guard is not the only one I have given a drop of brandy to, but I beg emphatically to state (with every respect) that I am not in the habit of doing this, and it was purely an act of kindness on my part, without for a moment losing sight of my duties in connection with the interests of the Public Service. It is a very rare thing for me to have spirits in my possession. I am almost a teetotaler myself. On one occasion the late Traffic Manager, Mr. Owen, asked me if I could give him a drop of spirits, and it was partly owing to this request that I ever offered spirits to any officer on duty. I trust the Traffic Manager will not think me disrespectful bringing Mr. Owen's name. I do so in order that you may not be under the impression that I want to evade your questions.

Yours, &c.,
S. PASS.

Seen.—R.M., 15/7/70.

To Commissioner, for information. I have to add that Mr. Pass is not so careful in the general duties of his station as he ought to be, and unless he quickly mends I fear it will not be safe to entrust him at Bowral Station.—R.M., 15/7/70.

No. 11.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THE Traffic Manager must report to me, should Mr. Pass fail to make early improvement.—J.S., 18/7/70.

Traffic Manager,—C.A.G., B.C., 26/7/70.

No. 12.

7

No. 12.

STATION-MASTER PASS to THE TRAFFIC MANAGER.
Government Railways.

Bowral Station,
4 October, 1870.

SIR,

I beg to ask if an assistant may be supplied to this station, as it is impossible for one to attend to post office and railway duties properly. I have had several things taken from station without my knowledge during the last few days, and my time is so completely taken up with booking duties and post office matters that I cannot exercise a proper supervision over all. The business of station has very much increased, and is still further improving every month.

Yours, &c.,
SAMUEL PASS.

No. 13.

COMPLAINT BY MR. KEYES AGAINST STATION-MASTER, BOWRAL.

ON Tuesday, 4th October, I forwarded two bags of grass seed to Bowral Station by Andrew Alcorn, to be left at station until I called and gave instructions. On my arrival at the station on Monday morning, 10th October, between 1 and 2 o'clock a.m., I requested the Station-master to forward the seed by first train; he would not give me any reply. It has not yet arrived at Sydney Station.

W. KEYES.

Mr. Pass, for immediate report.—R.M., 11/10/70.

No. 14.

MR. PASS'S EXPLANATION THEREOF.

A PASSENGER by the 2.46 up train on Monday morning informed he had two bags of seed in goods-shed, and wanted me to go and unlock the goods-shed at that time, and forward them with him. Of course this is contrary to Regulations, and this I told him. This seed was not received by me, and could not be forwarded without a receipt or order. I have since received an order from Sydney goods, and having inquired as to this party being the rightful owner, I have forwarded it to Sydney.

I was not aware of this seed being in goods-shed, and according to above complaint was brought to station by a stranger, who should have taken a receipt for it.

Yours, &c.,
S.P., 11/10/70.

Station-master, Bowral,—Surely Mr. Pass does not mean that the public are allowed free access to the goods to take away or leave whatever they think proper? How long has this seed been lying in goods-shed without Mr. Pass's knowledge?—R.M., 12/10/70.

This seed must have been put in the goods-shed when I have been occupied in Station office at other duties. I beg further to inform the Traffic Manager (with every respect) that the goods-shed is a very large one, and nearly always well-stocked with goods, either inwards or outwards, chiefly owing to my inability to obtain trucks just at the time they are required; also persons have been in the habit of loading and unloading trucks in my absence, which has been frequent, but in all cases unavoidable. I beg to take this opportunity of thanking the Traffic Manager for supplying the station with a porter, who is indispensable in order to the efficient working of station, owing to the post office, which cannot be properly attended to without an assistant in the railway duties. I would respectfully mention to the Traffic Manager that owing to the exertions I have put forth in order to keep everything in proper order, without the assistance of a porter, I have had my health impaired, but I trust now soon to be restored to proper health again.—SAML. PASS, 12/10/70.

Station-master, Bowral,—Mr. Pass must not delude himself with the idea that a porter can be constantly stationed at Bowral, as I am quite satisfied that only a very moderate amount of exertion is necessary for the efficient working of the station. As to the post office, that is not a railway matter, and it is supposed that Station-masters' wives attend to the duties as far as possible; at any rate it will not operate as an excuse for inattention to railway duties.—R.M., 13/10/70.

I would respectfully mention to Traffic Manager that in reference to Station-masters' wives conducting the post office arrangements, in my case Mrs. Pass is physically unable to attend to the onerous duties of this post office, and that previous to my having a porter I was never done from 9 in the morning till 11 p.m. at night.—S. PASS, 13/10/70.

Seen.—R.M.

MR.

No. 15.

MR. CHAS. LOSEBY TO THE SECRETARY FOR PUBLIC WORKS.

Bong Bong,
14 October, 1870.

SIR,

I write to inform you of the negligent attendance of the Railway officer at Bowral Station. I was coming from Goulburn to Bowral a few weeks back, and there was no one to be seen in attendance, and I had to call loudly for the door to be opened, the train starting at the same time; and yesterday I had a daughter with four children coming from Goulburn to Bowral, and when there the carriage-door was shut and she could not open it, and no one there to attend to it. She rapped hard at the windows and some parties on the platform said there was a passenger wanted to get out, but the train started again and took her and her family to Mittagong, where she had to remain upon expenses with strangers through the night and to hire a conveyance to take them back to Bong Bong this morning. I hope you will see by this that there requires some different attendance to what is now practised.

Yours, &c.,
CHARLES LOSEBY.

The Traffic Manager, for report.—J.S., 17/10/70.

No. 16.

STATION-MASTER PASS DENYING MR. LOSEBY'S STATEMENT.

THE name of station was loudly called at each carriage-door, and no answer being given the train was started in the usual way.

Yours, &c.,
S. PASS, 22/10/70.

To Commissioner,—I forward the Station-master's distinct denial of this case, although I do not place much reliance upon the statement he makes, although the porter says name of station was called out in the usual way and he heard no reply given. I have cautioned Mr. Pass to be more careful.—R.M., 26/10/70.

May be informed that inquiry has been made, and that it is asserted that the name of station was called at each carriage; and that the Station-master has been instructed to be most careful in giving information of the name of station, &c.—J.S., 27/10/70.

Mr. Loseby informed.—1/11/70.

No. 17.

THE COMMISSIONER FOR RAILWAYS TO MR. CHAS. LOSEBY.

Department of Public Works,
Railway Branch,
Sydney, 1 November, 1870.

SIR,

In reply to your letter of 14th instant, complaining of the negligent attendance of the Railway servants at Bowral Station, and stating that your daughter with four children were conveyed on to Mittagong, some distance beyond their destination, I have the honor to inform you that inquiry has been made into this matter, and that it is asserted that on the arrival of the train at Bowral the name of the station was called at each carriage as usual, and as no passenger requested to alight, the train proceeded. The Station-master has been instructed to be most careful in informing passengers of the name of the station on arrival of the train.

I have, &c.,
JOHN RAE,
For the Commissioner for Railways.

No. 18.

THE TRAFFIC MANAGER COMPLAINING THAT MR. PASS NEGLECTED TO PLACE THE "SIGNAL" AT "DANGER"
AFTER PASSING OF TRAIN.

Government Railways.—Memorandum to Bowral.

Sydney Station,
16 November, 1870.

EXPLAIN why your station signal was not placed at "danger" after passing of the "up" passengers' special on Monday last?

R. MOODY.

I was not up myself on Monday morning when special train passed, being up all the previous night till 2:46 a.m. I left instructions with Stone (porter) to be in attendance. In reply to my question why he neglected to work the signals, he said he did not think it necessary, because train did not stop. He has been in the habit of working the signals for goods train. Being his first offence I cautioned him, and gave him to understand the serious consequences that might result from such gross carelessness.—S. PASS, 16/11/70.

Station-

Station-master, Bowral,—Mr. Pass is alone responsible for this, which, if any accident should happen, he will find to his cost. He had notice of the special, and it was his duty to see to its safety; and if any similar occurrence takes place, I shall certainly recommend his removal for gross neglect and incompetency. The train with the Governor might have been overrun with any following train.—R.M., 17/11/70.
Seen.—S.P., 17/11/70.

Government Railways.—Station-master, Bowral; neglect of signal on Governor's Train passing.
The Traffic Manager to The Commissioner for Railways.

Traffic Manager's Office, Redfern Station,
Sydney, 18 November, 1870.

I CONSIDER it my duty to lay before the Commissioner, for his information, the great carelessness of Mr. Pass on the passing of a Special Train with His Excellency the Governor. The signals were not worked, nor was anyone in sight at the station. It is not necessary for Mr. Pass to be up all night to attend the 2:46 a.m. train.

R. MOODY.

No. 19.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

THE Traffic Manager to reprimand Mr. Pass for this neglect, and to warn him, that if it be repeated, it will not be so lightly passed over.

J.S., 2/12/70.

Traffic Manager,—C.A.G., B.C., 6/12/70.

Station-master, Bowral,—Mr. Pass, to note Commissioner's minute, and to understand that a reprimand in reference to neglect of signals will not be repeated, but that severe steps will follow any further neglect.—R.M., 7/12/70.

Seen.—S.P., 9/12/70. Noted.—S.P., 9/12/70.

No. 20.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Government Railways.—Memorandum to Traffic Manager.

Bowral Station,
15 December, 1870.

SIR,

I beg to inform you that owing to the slackness in business, there is not much for the porter to do, and if the Traffic Manager desires I will carry on the business myself as before.

Yours, &c.,
S. PASS.

Mr. Pass.—Dispense with his services.—R.M., 15/12/70.

I beg to ask the Traffic Manager if he will allow me to retain the porter till after the Christmas holidays? I intended asking this in memo., but inadvertently omitted it.—S. PASS.

To Station-master, Bowral,—As there is no business at this station, Stone's services to be dispensed with on 24th.—R.M., 16/12/70. Seen.—S.P., 19/12/70.

No. 21.

PORTER STONE TO MR. NEALE.

My dear Mr. Neale,

Bowral, 15 December, 1870.

I have just been informed by the Station-master that the Manager has sent him word that I shall not be required at the station any longer. I would be greatly obliged if you would see Mr. Moody and inquire from him the reason for my being dismissed at a moment's notice, as I have reason to believe that it is on account of something which has been told to him by the Station-master here, although he told me to-night that he was going to write to the Manager, recommending strongly that if I was not kept on here I should get a place somewhere else. The Station-master is a very jealous person, and he and his wife are always quarrelling; and to day she came into the office and said that he had accused her of being too intimate with me, although I have never spoken to the woman in my life, except on three occasions, when she has come in his presence to mention the accusations that he brought against her. To-day as she was leaving the office she said that he (the Station-master) had written to Mr. Moody to have me removed. I have been very careful to do my duty, and Mr. Pass has always said that he was quite satisfied with me. It seems a hard case that I should be dismissed now without any fault of my own, and solely through the absurd jealousy of the Station-master.

Hoping you will excuse me for asking you to take this trouble, and with kind regards to Mrs. Neale,—

I am, &c.,
HENRY STONE.

Will you please write, if possible, to-morrow?

No. 22.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Railway Branch, Sydney.

Minute-paper.—Station-master, Bowral.

MR. PASS'S singular manner for some time past has given me some uneasiness for the safe working of his station.

His ill-health and irritable temper combine to render him a very undesirable person to have charge of a railway station.

I enclose an application for an exchange; but my opinion is that he would be better if he could be placed in an office with other gentlemen to keep him employed.

R. MOODY, 21/12/70.

Submitted,—J.R., 26/12/70. See decision on 71/90. Mr. Pass to go to Rooty Hill.—J.R.

No. 23.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Sydney, 19 December, 1870.

SIR,

I am desirous of changing my station for one nearer Sydney, viz., Riverstone, in order that I may have the opportunity of consulting a doctor at any time; also, because I have not enjoyed good health owing to so much night work. I am aware I shall lose the salary of post office, but this is of no consideration in comparison with my health.

S. PASS.

No. 24.

REMOVAL OF MR. PASS TO ROOTY HILL STATION.

(71/90.)

Samuel Pass, Parcels Clerk, Sydney.

Promoted to Station-master at Haslem's Creek, at £120 per annum. (Exc. minute, 18 Dec., 1867.)
On 2 April, 1870, removed to Rooty Hill as Station-master, at £132 10s., and house, from 1 March.
On 1 July, 1870, removed to Bowral as Station-master, at £120, with allowance for post office.

Why was Mr. Pass removed from Rooty Hill to Bowral, at a lower salary?—J.R., 4/1/71.

It was considered to be promotion (see papers with Deigan's case), as at Bowral an allowance is made to Station-master for acting as Postmaster.—5/1/71.

Pass to be removed to Rooty Hill, and Deigan to Bowral, and Stone to be reinstated.—J.B., 7/1/71.
Traffic Manager to arrange from 1st of this month.—J.R., B.C., 9/1/71.

Seen.—R.M., 10/1/71. To Commissioner.

No. 25.

ENGINE-DRIVER HERON TO MR. TIPPING.

Penrith, 14 September, 1871.

I BEG leave to state that on approaching Rooty Hill Station, with 4:20 p.m. train, the distance-signal was at danger. I whistled for it to be lowered; there was no notice taken of it. I pulled the train inside of it. I then saw the station semaphore at caution. When I arrived at the station, I inquired of the Station-master why the distance-signal was not lowered. He said it was, and would report me for saying so. Guard Darby also told him that it was not down.

JOHN HERON, Engine-driver.

For the information of the Locomotive Foreman, Mr. Scott.—J. TIPPING, 15/9/71. Engineer-in-Chief,—W. S. SCOTT, 16/9/71. Traffic Manager,—To be returned.—J.W., pro W.H.Q., 16/9/71. Rooty Hill, for report.—R.M., 19/9/71.

No. 26.

MR. PASS'S EXPLANATION OF ENGINE-DRIVER HERON'S CHARGE.

I HAVE already written to the Traffic Manager, asking for an alteration to be made in the wire, because the wire becomes elongated when the days are warm, and it is beyond my power to effect the necessary alteration without assistance. I have previously spoken to Inspector Waring, who has promised to shorten the wire; also I beg respectfully to state that I have acted in accordance with section 3, rule 97. In reference to Heron's complaint of my threat to report him, I beg to say he came from the engine and used abusive language to me, which is a violation of rule 19, sec. 1, and for this I intended to complain, but through some inadvertance on my part the report was mislaid.

Yours, &c.,

S. PASS, 19/9/71.

Engineer-in-Chief,—I requested Mr. Mason to look at Rooty Hill signal, and he informs me that there is no peculiarity in the working of that signal, more than any other. I believe the secret is that Mr. Pass has so little to do that in order to find amusement he quarrels with every one he meets with, especially guards and drivers.—R.M., 20/9/71. J.W., 23/9/71.

No. 27.

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No. 27.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Rooty Hill Station,
28 December, 1871.

SIR,

I beg respectfully to apply to you for a removal to a station where I will receive an increase of salary that will assist me in keeping myself and family respectably; also, further respectfully to state that I have occupied the position of Station-master over a period of five years, and during that time I have efficiently carried out every rule and instruction for my guidance; also, I have made the interests of the Public Service my chief study, and I am not aware of any one instance wherein I have forfeited my claim to an advance of salary, but, on the contrary, I make this application, having the knowledge that I have performed my respective duties honestly, efficiently, and faithfully, and being confident of my ability to take under my charge the duties of a Station-master, where the responsibilities are much greater.

I would also state that I received £120 per annum at Haslem's Creek, and for the post office £12 per annum, and at the present time my salary is £128 per annum, which is in reality a decrease of £4 in the year, notwithstanding your letter informing me of my promotion to this station. I would also say I make this application with all due deference to you as my superior officer, and respectfully requesting you will bring this letter under the notice of the Honorable the Commissioner for Railways.

I have, &c.,
SAMUEL PASS.

To Commissioner.—R.M., 30/12/71.

No. 28.

MINUTE OF THE COMMISSIONER FOR RAILWAYS.

Mr. Pass has not conducted himself during a large portion of his time in a way to entitle him to a favourable consideration of his application. Let Mr. Pass lead a different life in his domestic associations, and any claim he may have for promotion will not be overlooked.

J.B., 11/1/72.

Traffic Manager.—C.A.G., B.C., 12/1/72.

I beg respectfully to acknowledge having read the above minute, but in justice to myself, I beg respectfully to ask that I may be allowed an opportunity of disproving the Traffic Manager's complaints, which I positively but respectfully assert are unmerited by me. I beg respectfully to refer the Commissioner to reply on next page.—S. PASS, 19/1/72.

I have made no complaints against Mr. Pass, excepting the one of 21/12/70, and what the papers show.—R.M. Chief Clerk, 20/1/72.

No. 29.

REPLIES OF MR. PASS.

1. (70/848).—Pass severely reprimanded with Chief Clerk.—24/2/70.
2. (70/3,477).—Lusby's complaint of Station-master Pass with Chief Clerk.—26/10/70.
3. (71/182).—With Commissioner, 17/1/71.—Postal and various other complaints—Brandy supplied to guard, &c.
4. (71/2,017).—Signals exhibited at "Danger" with Engineer-in-Chief.—21/9/71.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

SIR,

I beg respectfully to ask if my replies may be brought under the notice of the Commissioner; also, if the Honorable the Commissioner will permit me to disprove (in your presence) the several complaints made against me. In reference to complaint 70/848, the Traffic Auditor defended me and proved the course I had taken to be correct, which the correspondence must show. 70/3,477, I have no knowledge of this; also in reference to the two remaining complaints, I beg respectfully to state I can give a satisfactory explanation, and can prove. I have not merited either of the complaints which have been entered against me without my knowledge of your so doing.

Yours, &c.,
SAMUEL PASS, 13/1/72.

R.M., 12/1/72. Station-master, Rooty Hill,—Why is this returned without being noted?—M.A.H. (pro R. MOODY).—15/1/72. I beg respectfully to say that I thought the above reply would do, and the oversight was not for want of respect.—S.P. Station-master, Rooty Hill,—Mr. Pass is travelling out of his depth in referring to matters he does not understand. If he will read the Minister's minute, he will perceive that a very special matter only is referred to, and I believe the less said on that matter the better it will be for Mr. Pass.—R.M., 18/1/72.

No. 30.

THE TRAFFIC MANAGER TO THE CHIEF CLERK.
Government Railways.

Sydney Station, 17/8/72.

WILL you please forward me, as early as possible, all minute-papers you have in your office in connection with Mr. Pass, Station-master at Haslem's Creek and Rooty Hill Stations?

R. MOODY.

Herewith,—C.A.G., B.C., 19/8/72.

No. 31.

No. 31.

THE SECRETARY FOR PUBLIC WORKS TO THE TRAFFIC MANAGER.

I desire to ask the Traffic Manager the following questions:—

1. What complaints have you made to the Commissioner for Railways against Mr. Pass, Station-master?
2. Who are the persons that have been promoted out of the Traffic Manager's Office to Railway Station-masters?
3. Are either of the persons so promoted related to you, or to any member of your family?

JOHN SUTHERLAND, 7/8/72.

No. 32.

THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

Re Pass, Station-master, Rooty Hill.

IN reply to your queries enclosed I have the honor to reply,—

1. The complaints referred to are in writing and are enclosed herewith. I have obtained them from the Commissioner's Office.
 2. Mr. Herald, Station-master, Tarana, £150 a year, is well known to Joseph Wearne, Esq., M.P. Mr. Hornidge, to Sutton Forest, £150 a year, is well known to Sir William Macarthur. Mr. Thompson to Rydal, £150 a year, is well known to Henry Moses, Esq., M.P., and William Tunks, Esq., M.P. Mr. Joseph Watsford is well known to James Byrnes, Esq.
- These gentlemen were each severally placed in my office by successive Ministers, with the promise of promotion to stations, and I do hope that the plan will be continued.
- I have now another gentleman training for similar occupation, who is engaged relieving any stations requiring his services; and I am quite convinced that it is the best training that can be had, and more likely to result in efficient officers than has resulted from the haphazard appointment of untrained men.
- Each person referred to has had a training through the entire details of each branch, and then sent to out-stations to relieve—giving ample opportunity to see the business in all its different aspects, as the business of one station is not the same as all.
3. Neither of the persons named have any relationship to myself, nor to any of my family.

I have no desire to drag into this matter Mr. Pass's domestic troubles, only that I am fully impressed that it is from that cause that all his other troubles spring, and that he is suffering some hallucination that I am his enemy.

I am also loth to bring forward a letter from Mr. Pass to the late Commissioner, and copy of reply thereto, which, however, I enclose, simply to show that Mr. Pass is suffering some mental infirmity which leads me to believe that he is not a safe person to leave in charge of a station, and this I am sure is but too well known to all who know him—to none more so, personally, than the late Commissioner (Mr. Byrnes); and of this the present Minister for Works is also well aware by the too numerous complaints made to himself—not by me, nor with my knowledge.

Mr. Pass has quarrelled with every official he has to come in contact with, and it was the public voice at Bowral that compelled the late Commissioner to place him in comparative retirement at Rooty Hill, where he now is.

Mr. Byrnes's reply to letter will best explain the whole matter, and had Mr. Pass then been called upon to explain his malicious charges against me he would not now be in the Service to renew them.

Since Mr. Byrnes's reply to Mr. Pass's letter was sent to him, I have made no complaint against him to any one, nor have I said or done any more in regard to Rooty Hill station than is absolutely necessary, and which is necessary at every station, more or less. I have not, at any rate, interrupted Mr. Pass, nor have I meddled with him in his duties in any way, except by strict watchfulness for safety.

R. MOODY, 19/8/72.

No. 33.

[Enclosure referred to in No. 32.]

STATION-MASTER PASS TO THE SECRETARY FOR PUBLIC WORKS.

Rooty Hill,
19 January, 1872.

SIR,

I beg to apologize for intruding this letter upon you, but having been falsely represented to you by the Traffic Manager, I feel it to be only due to myself to ask your influence to give me an opportunity of confronting the Traffic Manager and disproving the complaints he has made against me, which I positively swear to you are no less than lies. It is very hard to quietly submit to the calumnies of Mr. Moody, because it is his duty to use the power he possesses as much to protect my character as in the management of the railway lines; but, on the contrary, he watches every opportunity to vent his spleen on me for reasons having reference to his nephew, who took my place at Bowral station, and who, I learn, has since resigned, owing to a deficiency in the Government money, and has again been reinstated as a porter in the lamp-room; and I am informed the defaulter (Deigan) expects to be restored to the position of station-master as soon as opportunity offers, and I would not be at all surprised if there was no entry against this person in the Traffic Manager's record book. But I must not forget to inform Mr. Byrnes that

that the first complaint the Traffic Manager has made against me was proved by Mr. Vernon in my favour, and forwarded to Mr. Moody in writing; and the second complaint was in consequence of an irritable old person at Bowral complaining of his daughter being carried on, owing to the name of the station not being called out, which complaint was contradicted by myself in writing, also by the guard and porter, and yet the Traffic Manager has decided against three contradictions and in favour of one person who was not present. I would appeal to you, sir, in whom I have been taught to respect above the common, if it is reasonable for me to quietly submit to what I know is intended as a bar to my future advancement on the line, and which, if not checked, the most paltry matters will be added to?

In reference to my domestic affairs, I certainly regret your having reason to mention those matters, and perhaps as far as my being promoted is concerned, I would exercise greater prudence in remaining here for the present; but as you have decided that I must remain, I think and submit with respect to your view of the case being the wisest.

I beg to apologize for having troubled you with this letter, but I trust you will grant me the opportunity of respectfully but successfully exposing the Traffic Manager's misrepresentations.

I have, &c.,
SAMUEL PASS.

No. 34.

[Enclosure referred to in No. 32.]

STATION-MASTER, Rooty Hill, is informed that he has committed a most flagrant violation of the regulations in addressing his letter of the 19th inst., direct to me; moreover, I may here inform the Station-master that if any proof were wanting of his unfitness for holding office in the Public Service, he has most undoubtedly furnished it in this outburst of his ungovernable temper and impudent insinuations and unfounded charges against his superior officer.

The Station-master is further informed, that were it not for the profound respect for his excellent father and mother, his wife, and her relatives, the services of this headstrong Station-master would long since have been dispensed with.

JAMES BYRNES, 20/1/72.

For Traffic Manager's perusal only, and forward reply, keeping copy, without remark.—J.B., 20/1/72.

No. 35.

STATION-MASTER PASS TO THE TRAFFIC MANAGER.

Rooty Hill Station,
12 August, 1872.

SIR,

I beg respectfully to apply for promotion to another station, where I may find more employment; also an advance upon my present salary. I would also respectfully mention that matters in connection with my household affairs are becoming a great responsibility and expense to me, and I find it exceedingly difficult to keep up a respectability becoming my position as an officer of the Government, and having had upwards of six years experience in the capacity of Station-master, in the Railway Department, during which time I have devoted myself exclusively to the service, irrespective of any particular duties; also, I have always endeavoured to discharge every specified duty in a faithful manner, and I feel satisfied, Mr. Moody, that I am favored with the honor of your approval in all matters relating to my efficiency in the capacity of Station-master, and I make this application, respectfully trusting that you will recommend my case.

I have, &c.,
SAMUEL PASS.

To Commissioner, with previous papers.—R.M., 21/8/72.

No. 36.

MINUTE OF THE SECRETARY FOR PUBLIC WORKS.

THE Traffic Manager makes no recommendation in this case, but refers to the previous papers, which disclose to me the sad state the Service has been brought to, and the reasons given for retaining such men in the Service; but as there have been no-complaints made against Mr. Pass to me, I am not called upon to interfere with what is past; but it is clear to me that Mr. Pass is not the class of officer that I can promote, while scores of deserving men have not yet attained to his position or pay.

JOHN SUTHERLAND, 24/8/72.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAYS.

(DISMISSAL OF PORTER HANLY.)

Ordered by the Legislative Assembly to be printed, 24 April, 1873.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8 April, 1873, That there be laid upon the Table of this House,—

“Copies of all Papers in reference to the dismissal of Hanly from the
“office of Porter or Pointsman on the Railway.”

(*Mr. Buchanan.*)

SCHEDULE.

NO.	PAGE.
1. Traffic Manager reporting Hanly sent to Picton, and that Station-master Goold objects to him as not being qualified for Porter. 25 September, 1866	2
2. Commissioner's minute.—That Hanly is appointed to Great Northern Railway, and rebuking Mr. Goold. 27 September, 1866	2
3. Resignation of Hanly as Timekeeper, Great Northern Railway. 10 January, 1867	2
4. Complaint against Watchman Hanly, at Penrith, for insubordination. 14 August, 1867	3
5. Commissioner's minute.—A repetition of Hanly's conduct will cause his removal. 16 August, 1867	3
6. Hanly complaining of being insulted by officials at Penrith. 3 September, 1867	3
7. Complaint against Hanly sending empty trucks away contrary to orders. 3 December, 1867	3
8. Complaint against Hanly leaving points open and throwing engine off line. 3 December, 1867	4
9. Commissioner's minute.—If Hanly is not more attentive, he will be dismissed. 17 December, 1867	5
10. Two complaints against Hanly—one for being absent without leave, the other for being asleep on duty. Dismissed by Traffic Manager. 19 March, 1868	5
11. Commissioner's minute confirming Hanly's dismissal. 28 March, 1868	6
12. M. Hanly, asking for increase of wages. 10 August, 1868	6
13. Complaint against Hanly.—Absent without leave. 24 August, 1868	6
14. Cattle on line, through Hanly leaving gates open. Suspended by Traffic Manager. 17 November, 1868	6
15. Letter from Hanly in reference to his suspension. 19 November, 1868	7
16. Commissioner's minute reinstating Hanly. 25 November, 1868	7
17. Hanly, asking for wages during suspension. 1 December, 1868	7
18. Complaint against Hanly.—Neglecting signals. 25 November, 1870	8
19. Do. Not keeping points clean. 20 June, 1871	8
20. Hanly disobedient to Inspector Higgs, and accusing Guard, &c., of stealing fruit. 7 February, 1872	9
21. Hanly reporting lock taken off points, and points left open. 23 April, 1872	9
22. Traffic Manager's minute.—Hanly is unfit for position. 25 April, 1872	10
23. Commissioner's minute dismissing Hanly from Emu Plains—to be placed in less responsible position. 25 April, 1872	10
24. Hanly having refused to leave the gate-house, is ejected therefrom. 6 May, 1872	10
25. Traffic Manager, asking for Hanly's papers. 3 June, 1872	11
26. Letter from Mr. Lenehan, forwarding petition from inhabitants of Emu Plains for the restoration of Hanly—Forwarded by Commissioner for the Traffic Manager's report. 17 July, 1872	11
27. Traffic Manager unable to see upon what to report, and enclosing a letter he sent to Mr. Single, M.P., on Hanly's case. 1 August, 1872	11
28. Letter from Traffic Manager to Mr. Single, M.P. 29 April, 1872	11
29. Minute of Minister for Works—that he cannot reinstate Hanly. 5 August, 1872	12
30. Letter from Hanly, for inquiry into his case. 25 July, 1872	12
31. Traffic Manager, forwarding a schedule of cases against Hanly, and complaining of his time being occupied on such cases. 19 August, 1872	12
32. Exhibits A, C to I, named in Traffic Manager's schedule	13
33. Minute of Minister for Works on the Traffic Manager's complaint of 19th August. 21 August, 1872	15

RAILWAYS.

No. 1.

(66-1632.) THE TRAFFIC MANAGER TO THE COMMISSIONER FOR RAILWAYS.

PORTER BYRNE, of Picton, is desirous of removing to the Sydney Station, for reasons assigned in his application, which is enclosed. A person named Hanly was sent to Picton to relieve him, to whom the Station-master objects, as will be seen from the memo. enclosed.

E. OWEN, 25/9/66.

Submitted.—J.R., 25/9/66.

[Enclosures.]

Porter Byrne to The Traffic Manager.

Picton, 7 September.

Sir,

In asking for a removal from Picton to Sydney, it will no doubt be necessary for me to state my reason for so doing. Since I was sent to Picton my mother has died, leaving a young sister, who is in a great measure dependent on me for support; and should you be favourable to my being shifted to Sydney, it would be of great service to me, as one home would then suffice for both of us, and I would thereby be enabled to afford more towards her support than I am at present enabled to do. On these grounds I hope you will be pleased to remove me to Sydney.

I remain, &c.,
JOHN BYRNE.

The Station-master to The Traffic Manager.

(No. 93.)

Picton Station,
18 September, 1866.

Sir,

The person named Hanly, sent here this morning to replace Porter Byrne, knows nothing whatever of a porter's duties, being totally inexperienced in such matters. I therefore most respectfully beg to protest against such an exchange. At this Station in particular, it is essentially necessary that none should be appointed porters but men of practical experience and well up in the business. Under these circumstances, and in view of the public interests, I feel bound to keep Porter Byrne here until further instructions.

I am, &c.,
J. B. GOOLD.

No. 2.

(66-1632.)

COMMISSIONER'S MINUTE.

HANLY has been appointed to a vacancy on the Northern line, but I wish the Traffic Manager to remind Mr. Goold that whilst he may fairly suggest any arrangement which he considers would be desirable to carry out, I will not allow him to *protest* against an appointment being made by me in connection with the Picton or any other station where he may happen to be in charge.—J.B., 27/9/66.

Mr. Owen.—B.C., 27/9/66. Seen.—E. OWEN, 21/10/66.

No. 3.

(67-58.)

THE ENGINEER TO THE COMMISSIONER.

Resignation of Mr. Hanly, Locomotive Timekeeper, G.N.R.

I FORWARD herewith a letter from Mr. M. Hanly, tendering his resignation as Timekeeper to the Locomotive Branch, G. N. Railway, and recommend its acceptance. The time-sheets from the commencement of his taking the situation have been kept in the most careless manner, errors appearing invariably every fortnight, causing great confusion in the accounts and loss of time..

J. H. THOMAS, 10/1/67.

Submitted.—J.R., 16/1/67.

Approved,—and I shall be glad to appoint Foley, of Wollongong, to the office.—J.B., 19/1/67.

Mr. Thomas,—B.C., 21/1/67. J.H.T., 22/1/67. Memo.—Nos. 318 and 319.

[Enclosure.]

Mr. M. Hanly to The Engineer.

Great Northern Railway,
8 January, 1867.

Sir,

I have the honor to inform you that after due consideration I have decided to offer you my resignation of the berth I at present hold as timekeeper. My reason for so doing is, that the pay I get of 7s. per day will not keep myself and family; they are now at Kiama, and without hopes of getting them up to Newcastle, as on my present means it would be useless to attempt it; my time is being wasted; and hope by taking this step that I shall sooner obtain, *per* the Colonial Secretary, a situation with more salary.

Your humble servant,
MICHAEL HANLY.

No. 4.

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No. 4.

(67-1583) THE TRAFFIC MANAGER to THE COMMISSIONER.

I ENCLOSE herewith a complaint against Night Watchman Hanly at Penrith, for insubordination. .

E. OWEN, 14/8/67.

[Enclosure.]

The Station-master, Penrith, to The Traffic Manager.

13 August, 1867.

Sir,

I have to report Watchman Hanly for being absent from duty this evening. It appears that he has been in Sydney to-day; on his return, he asked one of the men (Burling) to attend to his duties for him, and went away without speaking to me.

Yours obediently,
W. V. READ.

No. 5.

(67-1583.) COMMISSIONER'S MINUTE.

HANLY must be informed that a repetition of this conduct will necessitate his removal. He must also make an apology to his superior officer for treating him with contempt.

J.B., 16/8/67.

Mr. Owen.—R.M., 16/8/67. Seen.—E. OWEN, 19/8/67.

No. 6.

MICHAEL HANLY to THE MINISTER FOR WORKS.

Penrith, 3 September, 1867.

HONORABLE AND DEAR SIR,

I am sorry to trouble you, as I know the immense business you have to attend to, but I could not suffer the insults I have received from the guard of the mail train. I would do anything I could, but I would expect to be spoken to in a proper manner, not the same as if I was nothing better than a dog, and what I was ordered to do I knew it to be his business—that was to uncouple the brake; I thought it was sufficient for me to look at the boxes and see that there was no fat wanted to them. I had to do that by Mr. Read's orders, and he told me that anything that was to be done on the station I should do it, or he would suspend me on the spot. I do not wish to complain of any person, but they have gone too far, and I did not know what they might say of me. I cannot see what Mr. Read has against me, but he tries to offend me as often as he can. I would feel very comfortable if I was not interfered with, as I do my duty. I never had the slightest trouble with the goods train, and Mr. Bell told me to write to you, and that they would have to mind their own business and let me mind mine. I feel very sorry to trouble you after your kindness to me in giving me this situation, as I feel happy in seeing my family so comfortable. I will always feel grateful to your kindness.

I remain, &c.,
MICHAEL HANLY.

Mr. Owen to see that the writer is not insulted. He must of course do his work, but he is to be treated properly.—J.B., 5/9/67.

(67-1776.) The Traffic Manager to The Commissioner.

REFERRING to the complaint of Watchman Hanly, of Penrith (enclosed), I have the honor to state that this man is not insulted by any of the men, and has no authority to make this complaint. He has been required to perform certain duties which are necessary, he is expected to carry out Mr. Read's instructions, and I believe the Station-master (who is now absent on leave) has been courteous to him on all occasions.

E. OWEN,
9/9/67.

Mr. Hanly to see.—J.B., 12/9/67.

Mr. Owen, 12/9/67.—R.M.

The Acting Station-master, Penrith, to show this minute to the watchman.—E. OWEN, 13/9/67.

Edwd. Owen, Esq., Traffic Manager, G. S. & W. Railway. Sir,—I have read the above.—MICHAEL HANLY. Seen.—E. OWEN, 16/9/67..

No. 7.

THE TRAFFIC MANAGER to THE COMMISSIONER.

(67-2397.)

I HAVE the honor to enclose herewith a complaint from the Station-master, Penrith, that six waggons (empty) specially retained for sleepers, were taken to Sydney by the guard of the 3 a.m. train, in contradiction to his orders left with Watchman Hanly, and causing great disappointment to the contractors. The guard received orders to take the empty waggons to Sydney from Hanly, and immediately on his arrival

arrival in Sydney reported the circumstance to me; stating how remarkable it was that special trains were running daily to Penrith with empty trucks, and that these should be sent back. Hanly must be to blame for this expense and disappointment.

E. OWEN,
3/12/67.

Mr. Owen ought to decide this matter before submitting it.—J.B., 4/12/67.
I submit that Hanly is to blame.—E. OWEN, 14/12/67.

The Station-master, Penrith, to The Traffic Manager.

30 November, 1867.

I BEG to report that the only six empty trucks we had on the station last night were taken away by goods train, although Hanly, the watchman, states that he told the goods guard they were required at Penrith; consequently to-day we had no trucks to give Larkin's men to go on loading sleepers with, and we shall be in the same predicament on Monday, unless we can get some more empties.

Yours obediently,
W. V. READ.

Watchman Hanly to The Traffic Manager.

Dear Sir,

I gave the order to the guard as I received it. It was as follows: I told him he was to take the empties that were in front of the loaded ones, and that he had nothing to do with the others. I also told him that Mr. Dowling told me he had no shunt to make. He asked me where the empties were to be left; I told him I knew nothing about them; all I knew was the order I got, and I would give no more.

MICHAEL HANLY.

(67-2398.)

No. 8.

THE TRAFFIC MANAGER TO THE COMMISSIONER.

ON the 22nd instant the engine conveying the mail train leaving Weatherboard at 4:30 a.m. got off at the facing points leading to Penrith Station. It will be seen from the Station-master's report herewith that the points were in proper working order, but the fact of their being half open to cause this accident shows clearly that they were in a filthy state from dust and grease. The guard Watson is not to blame, as it was no part of his duty to attend to them, it being the duty of Watchman Hanly, having given directions myself that he should attend to them, which Mr. Read states he has continually neglected.

E. OWEN, 3/12/67.

Mr. Owen.—What account does Hanly give of this matter?—J.B., 4/12/67.
Hanly's account is herewith, also a further statement from Mr. Read.—E. OWEN, 14/12/67.
See note on paper 67/2,397.—J.B., 17/12/67.
Mr. Owen, 17/12/67. Seen.—E.O., 19/12/67.

[Enclosures.]

The Station-master, Penrith, to The Traffic Manager.

22 November, 1867.

Sir,

I beg to report that the engine and tender of mail train got off the road at the second points coming into station from Weatherboard this morning. Goods guard Watson, who was making up his train at the time, had only let his engine through them less than five minutes before, and he states that he is quite sure they laid over properly before he left them. It was only yesterday that I examined them myself, when they appeared to be all right. The porter who is answerable for the cleaning of them states that he has not noticed anything amiss with them; they were quite clean at the time engine got off.

In order that mails should not be delayed, I sent Heron's engine on with them to the Junction to catch the 7:2 a.m. southern train.

Yours obediently,
W. V. READ.

See also Guard Lewis's report of 22nd.

Watchman Hanly to The Traffic Manager.

Dear Sir,

I received orders to go to the furthest off points and let the train through, but when the points got changed I was told by Mr. Read that I need not go there again. I heard nothing until the evening after the engine ran off. He wanted to tell me he never countermanded the order. There was no person at the points from the time they were changed, unless when they were shunting. I never got orders to look at the points that the engine ran off at.

MICHAEL HANLY.

Mr. Read to explain.—E. OWEN, 12/12/67.

The Station-master, Penrith, to The Traffic Manager.

Weatherboard, 13 December, 1867.

Sir,

Hanly's statement regarding points is quite untrue, and until the accident I was not aware that he had not attended to them. When I questioned him after the accident, he prevaricated and said that he understood from Dowling that he was not required to attend to them after the lay of them had been shifted to lead to the station. It would be rather strange for me to tell him not to attend to points so far from the station as these are, and at the same time not to say anything about the points so close to the station as the facing points from Sydney are. Hanly has, I believe, always attended to these. Only a short time since I had arranged for Hanly to call me one morning, but remembering that he had to attend to these points, I told him not to leave, as the train might arrive while he was away. Hanly was not told to stand at the points (the 2nd) where the engine ran off at; he was told to be at the first facing points, which are close to the points where the accident occurred.

Yours obediently,
W. V. READ.

No. 9.

5

No. 9.

COMMISSIONER'S MINUTE.

Inform Hanly if not more attentive to his duties he will be dismissed.

J.B., 17/12/67.

Mr. Owen.—17/12/67. Seen.—E. OWEN, 19/12/67

No. 10.

(68-773.) No. 301. THE TRAFFIC MANAGER to THE COMMISSIONER.

I HAVE the honor to enclose two complaints against Watchman Hanly, at Penrith; the first for absenting himself without leave and travelling to Sydney and not having previously paid his fare, the second for being found asleep on duty. On these matters coming to my knowledge, I considered it my duty to inform him that his services were no longer required; he has continually neglected his duties since he has been connected with the department, and I have no confidence whatever in him.

ED. OWEN,
19/3/68.

I beg to quote the following previous papers relative to Hanly, viz., 67-2398, 67-2397, 67-1776, 67-1753. I also enclose the statements of the two Weatherboard guards as to Hanly's continued neglect of the most important duties devolving upon him, viz., the protection of life and property. The watchman left his station on this occasion without leaving a person in charge. In addition to the previous papers, I have spoken to this man myself and cautioned him on many occasions.—ED. OWEN, 25/3/68.

Penrith to Manager.

14 March, 1868.

Sir,

On my arrival this morning at the station to meet the mail train, I found the semaphore lamp broken. I called out for Watchman Hanly, but he was not to be found on the station. I have since been informed that he left the station by the 3 o'clock goods without leave.

I am, &c.,
GEO. DAVIES.

Please to have the lamp repaired at once. Read to Hanly. Inform this man that his services will no longer be required.—E. OWEN, 16/3/68.—Mr. Davies, Penrith.

Penrith to Manager.

15 March, 1868.

Sir,

I beg to inform you that on two occasions Watchman Hanly has been found sleeping in waiting-rooms at night instead of attending to his duties. The last occasion was on Saturday, when I had to wake him up myself. I could not consider the station safe while in this man's charge, for I have repeatedly cautioned him about not attending to his duties, but to no effect.

I am, &c.,
GEO. DAVIES.

Penrith Station,

24 March, 1868.

Guard Jacques states that on many occasions when returning from Weatherboard that there was no one at points, or to signal that the line was clear to the station; he has frequently seen Watchman Hanly lying on the couches in waiting-rooms when arriving at station.

EDWARD JACQUES.

Penrith Station,

24 March, 1868.

Guard Watson states that on all occasions when running from Weatherboard, late at night, there has been no one on station to give him signal as to whether the station was clear or not, and on arriving at station have found Watchman Hanly sometimes in ladies' waiting-room, and sometimes in the gentlemen's, lying down on the couches. I beg to state that Hanly has not attended to his duties.

ROBERT WATSON.

Railway Station,

Penrith, 29 March, 1868.

By Station-master's request, I can state that I have spoken to Hanly about the necessity of being more particular in the performance of his duty generally, and I pointed out to him the probable consequence to himself if again reported for any neglect. I done so at a time that he was reported by Mr. Read, and from my own observation of his habits while on duty.

WILLIAM DOWLING,
Head Porter.

(68-1157.) No. 351.

The Traffic Manager to Mr. Davies, Penrith.

Traffic Manager's Office, Redfern Station,
Sydney, 27 March, 1868.

Sir,

Inform Hanly that if he has any evidence to rebut that of yours and the guards, he must bring them down to Sydney in the morning certain, or any other evidence that he may require.

Yours respectfully,
E. OWEN.

Urgent.

I

I read this letter of Manager's for Hanly, and he also read it himself, and he acknowledged he fully understood its meaning.

Witness,—
GEO. DAVIES, 28/3/68.

WM. DOWLING,
Head Porter.

For information of the Commissioner.—E. OWEN, 28/3/68. Seen.—J.B., 30/3/68.

No. 11.

COMMISSIONER'S MINUTE.

INFORM Hanly, Minister waited two hours to hear his (Hanly's) defence; Hanly not appearing, although in Sydney, examination proceeded, charges satisfactorily proved, and Traffic Manager's decision confirmed.
J.B., 28/3/68.

No. 12.

(68-2076.)

M. HANLY TO THE COMMISSIONER.

Emu Plains Station,
Penrith, 10 August, 1868.

SIR,

I beg to bring under your notice my position on this Station. I have charge of a gate on a busy thoroughfare; must be ready for the first train, which passes 4½ morning, and, of course, all the trains passing till 7 evening. I pay rent for a cottage at some distance, and my pay is very small—(30s.) thirty shillings a week. If you inquire of any of the gentlemen on the line, they will inform you that I am entitled to a house and increase of pay.

I have, &c.,
MICHAEL HANLY.

Traffic Manager.—J.B., 11/8/68. I consider this man well paid.—E. OWEN, 22/8/68.
Inform.—J.B., 27/8/68. Seen.—E. OWEN, 27/8/68.

No. 13.

MR. E. HIGGS TO THE TRAFFIC MANAGER.

(68-2370.)

Penrith Station,
24 August, 1868.

SIR,

I beg leave to report gate-keeper Hanly, Emu Plains, for neglect of duty; he was not at the gate when the goods train passed this morning; and as I was passing with the passenger train, I saw two cows on the line; I told him to turn them off and not allow them to stray there; but on my return this afternoon with the goods he was absent, the gates were open, and the same cows were on the line.

I am, &c.,
ED. HIGGS.

Let Hanly be suspended, and put Webster in his place.—ED. OWEN, 27/8/68. Read.—
G. DAVIES. Mr. Davies to give an explanation on Mr. Higgs' report.—ED. OWEN, 9/9/68.

[Enclosure.]

Mr. Davies to The Traffic Manager.

Penrith, 11 September, 1868.

SIR,

In reference to Mr. Higgs' report, I beg to state that on the 24th August I applied for leave of absence for gate-keeper Hanly on the 25th, but he absented himself on the 24th and Mr. Higgs reported him, and, on your instructions, I suspended him.

I am, &c.,
GEO. DAVIES.

SIR,

Would you allow gate-keeper Hanly leave of absence to-morrow; his wife will perform his duties in his absence.

I am, &c.,
GEO. DAVIES.

To the Commissioner.

This man has offended so often that I beg to recommend his dismissal.—ED. OWEN, 12/9/61.
Inform Mr. Owen's report.—J.B., 15/9/68.
Wrote Revd. Dean Hanly.—R.M., 15/9/68. (This letter does not appear in official letter-book.)

No. 14.

(68-2909.)

THE TRAFFIC MANAGER TO THE COMMISSIONER.

I HAVE the honor to enclose herewith a complaint made to the Engineer for Existing Lines against gate-man Hanly, at Emu Plains, for neglect of duty. This is not the first offence, by any means, as will be seen from previous papers. I have suspended him, and also informed Hanly that I should recommend his removal from the Service. I may also state that he is utterly unfit to hold any position in this department.

ED. OWEN, 17/11/68.

[Enclosure.]

[Enclosure.]

Mr. John White to Inspector, Permanent Way.

(No. 137.)

Government Railways,
Permanent Way,
14 November, 1868.

Sir,

I beg to report that yesterday I found (13) thirteen head of cattle on the line near the platform, Emu Plains, the gates wide open, and no one there to attend to them. I have cautioned the gatekeeper on two occasions lately to be more careful in looking after the gates, but he pays no attention to it. It is time that something was done to make him more careful, or some serious accident might be the result.

Yours obediently,
JOHN WHITE.

I call the Traffic Manager's serious attention to this matter, as continued neglect, such as here reported, can only lead to one end,—that of a most serious accident.—J.H.T., 16/11/68.

No. 15.

(68-2975.)

M. HANLY TO THE SECRETARY FOR PUBLIC WORKS.

Penrith, 19 November, 1868.

SIR,

During the whole of the past winter I have had sole charge of the platform at the Emu Plains Station, and feel assured that I have fulfilled the duties of that Station with satisfaction to the public, and justice to the Government who employed me.

My duties have been to issue tickets (excess); and to render accounts of the same once or twice a week. This neither Fruen or Davis are entrusted with.

Two weeks before my suspension, a second individual, by name Fruen, was appointed to night duty, but it was my duty to attend every morning at 5 a.m., as also to be in attendance every evening, on the arrival of the train at 7 p.m.

This appointment of Fruen's was quite unnecessary, and the result shows that he was only there with a view to breed disputes.

There are at the present time two individuals engaged in performing the same duties without any addition to that which during the past winter I have had to perform alone. In point of fact, Davis, one of the new appointments, is not able either to read or write, and, in the pursuit of his duties, has had to call upon casual passers-by to have the addresses on the various parcels read for him before he is enabled to deliver them.

This man Davis arrives at his post of duty by the 9 a.m. train from Penrith, and leaves again at 7 p.m.

And in conclusion, complaints have been frequent enough of cattle trespassing at Emu Plains, the station that I was in charge of; yet no complaints of similar trespass have been made of Penrith station, and it is well known that causes of complaint are frequently arising there.

Trusting that this matter of my suspension will be met by a full investigation,—

I have, &c.,
MICHAEL HANLY.

No. 16.

COMMISSIONER'S MINUTE.

I THINK, under all the circumstances, Hanly has been sufficiently punished by his suspension; let him return to his duty.

Mr. Owen must not act in these cases during his absence on leave.—J.S., 25/11/68.

No. 17.

M. HANLY TO THE TRAFFIC MANAGER.

(68-3275.)

Penrith, 1 December, 1868.

DEAR SIR,

I think you know that when I was first suspended I got no pay during fourteen weeks, as the books at the Railway Office will show. I was four weeks of that at the Cross Roads, and two nights on duty at the Station-house. I am legally entitled to pay for all this time, but as the present Minister for Works is disposed to do me justice, I shall be content with whatever he is pleased to allow me. I suppose old Davies received a week's pay which fairly belonged to me. Make the Station-master Davies hand over this to me. These people should not gain by their lies and injustice.

I trust to you to do me justice—that is all I seek. Oblige by letting me know whether I am to charge for second class 5d. and 8d. return to the Plains, or according to the sheet of fares you sent me, 3d. and 5d., and 7d. and 11d. first class. Give me instructions, as the people are murmuring, and much oblige,—

Your obedient servant,
MICHAEL HANLY.

Forwarded for consideration of the Commissioner. I presume this relates to matters reported to the Commissioner on M.P. 2,333.

ED. OWEN,
18/12/68.

Seen. This appears to have been decided by my predecessor.—J.S., 21/12/68.
Mr. Owen, 22/12/68.—R.M. Seen—ED. OWEN, 22/12/68.

No. 18.

No. 18.

MR. HIGGS TO THE TRAFFIC MANAGER.

(70-3838.)

Government Railways,
Penrith Station,
25 November, 1870.

SIR,

I beg to say that on Tuesday last I again cautioned Porter Hanly, Emu Plains, on his neglecting the signals, but it does not appear to make any impression on him, as yesterday there was no more attention given to them than if I had not spoken to him.

I am, &c.,
ED. HIGGS.

Let me have your *immediate* explanation. Trains must be signalled strictly in accordance with the Regulation Book.

Porter in charge, Emu Platform.

Pro R. MOODY,
E.H., 26/11/70.

Emu Plains, 28 November, 1870.

Dear Sir,

I had a great deal of illness lately. I was very ill the day Mr. Higgs spoke to me. I am now a great deal better. I promise there will be no more cause of complaint.

Your humble servant,
MICHAEL HANLY.

Mr. Hanly was not ill on Saturday last—why did he not work the signals on that day when special train passed?—R.M., 29/11/70.
Porter in charge, Emu.

Emu, 30/11/70.

Dear Sir,

I only got the order from Mr. Higgs a few days before that, and I was so ill at the time I forgot all about it until I received your communication on Saturday evening. I will attend to them in future.

Your humble servant,
MICHAEL HANLY.

P.S.—I received this this morning; as it was taken to Mount Victoria, so I could not send it by this morning's train.—M.H.

Inspector Higgs to see. Point out to this man the rules applicable to this part of his duty.—R.M., 1/12/70. Seen.—E. HIGGS, 2/12/70.

No. 19.

MR. HIGGS TO TRAFFIC MANAGER.

(71-1368.)

Penrith Station,
20 June, 1871.

SIR,

I beg to bring under your notice the conduct of Porter Hanly, at Emu platform. I have written and repeatedly spoken to him about keeping the points clean, but it appears to be of no avail.

I am, &c.,
ED. HIGGS.

If Porter Hanly does not at once attend to the points at Emu and put them in a condition to the satisfaction of the Inspector, he will have to be removed to make way for some one who will attend to it, as the danger is too great to allow this to stand over. Porter Hanly to explain why he has not obeyed Mr. Inspector Higgs' orders.—R. MOODY, 23/6/71.

Porter Hanly in charge, Emu.

Emu Plains,
26 June, 1871.

R. Moody, Esq.

Sir,

I deny the charge; the points are in good order, and have been while in my care. If Mr. Higgs will press his complaints, let me have a fair trial. I have no wish to dispute with any one. Every one in the department and all my neighbours know that I am doing my duty.

I have, &c.,
MICHAEL HANLY.

Mr.

Mr. Inspector Higgs to see. I fear Hanly is incorrigible. He always has been, and I suppose always will be his own master. I will try and run down and see what I can do with him.—R.M., 27/6/71. I shall be glad if you will call upon Porter Hanly to produce the memo. I sent him on the 21st December, 1870; you will then see what I have stated is correct. I may also add that I quite agree with your opinion.—E. HIGGS, 27/6/71.—R.M.

No. 20.

(72-254.)

INSPECTOR HIGGS to THE TRAFFIC MANAGER.

Penrith, 7 February, 1872.

SIR,

I beg leave to say I have again to call your attention to the conduct of Porter Hanly, Emu platform. On Friday last he stated to the Station-master here that some grapes and melons had been stolen from his platform on the night previous, accusing the men in charge of the night goods train of taking them. On hearing this, the same evening, I at once wrote to Hanly, requesting him to send me a written report on the subject; but this, as well as a verbal message I sent in reference to it, is treated with contempt, as he has not thought proper to reply. On Monday he told the Station-master he did not wish to cause any stir, but merely named it to him to keep himself clear in case there should be any inquiry about it.

I am, &c.,
ED. HIGGS.

Complaint against Porter Hanly.—Emu platform.

A copy of Inspector Higgs' report is hereunder for immediate and full explanation. The many complaints reported, and the gross carelessness exhibited, of which I have had personally to complain, show that a more fit person is required for the duty at the Emu platform.—R. MOODY, 10/2/72.

Inspector Higgs to call upon Hanly to explain.

Porter Hanly to let me have his explanation as soon as possible.—ED. HIGGS, 12/2/72.

Porter Hanly to The Traffic Manager.

Emu, 12/2/72.

Sir,

A small quantity of grapes and melons was consumed on this platform on the night of the 1st instant, and Mr. Ellison, the owner of the property, spoke of it next morning. I mentioned the matter to Mr. James Higgs, and gave him the name of a man in the department, John Hayton, who loitered on the platform, and was the only one who could have taken the grapes and melons. Mr. Ellison, the owner of the property, refused to make any complaint, and I had nothing more to say in the matter. It were foolish for me to put a complaint upon paper when the owner of the property made no report. Mr. Ellison will tell the truth if called upon, and I will repeat my complaint. If you are not satisfied with this, let me have a fair trial; all my neighbours, as well as the men in the department, will bear testimony to my honesty, respect to superiors, and attention to duty.

I have, &c.,
MICHAEL HANLY.

As this is a direct charge against Guard Heaton, I called upon him for his report, which I forward herewith.

I would beg leave to say I do not consider Hanly suitable for the situation he now fills.—ED. HIGGS, 14/2/72.

The Traffic Manager, Sydney.

To Mr. Ed. Higgs, Traffic Inspector, Penrith.

Penrith, 13 February, 1872.

Sir,

In reply to Porter Hanly's charge, I beg most respectfully to state that I did stop at Emu Platform on the night in question, for the purpose of returning a bottle of ink that he lent me in the afternoon, as I had to pay the men in the Traffic Department their wages, and according to promise I left it on the platform, and as usual I lifted the truck brakes.

With reference to loitering on the platform, this is not true, neither is it true that I in any way interfered with either grapes or melons. I hope, sir, you will be pleased to make a searching inquiry into this matter, as this is the first time in my life that ever I was accused of dishonesty.

I am, &c.,
JOHN HEATON.

No. 21.

PORTER HANLY to INSPECTOR HIGGS.

Emu Plains, 23/4/72.

DEAR SIR,

I will feel obliged if you would give my wife a pass, as we want to get something at the Co-operative Store, Sydney.

Your humble servant,
M. HANLY.

P.S.—I received 2 gallons oil, 1 box matches, waste.—M.H.

On Thursday night the lock was taken off the points, and they were open when I went down on Friday morning. I intended to let you know at the time, but I thought that it was James Horsman that opened them. I asked him on Saturday, and I felt surprised when he told me that they were opened when he went by on Friday morning.—M.H.

For Traffic Manager's information.—E. HIGGS, 23/4/72.

No. 22.

THE TRAFFIC MANAGER TO THE COMMISSIONER.

HANLY, the porter in charge at Emu, is so totally unfitted to the trust he holds, that I have no alternative but to bring the matter under the notice of the Commissioner. On Friday last, after the stone trucks had been removed from Ryan's Siding, the points appear to have been left unlocked, as Hanly says he found them next morning "open." I need scarcely point out that these points facing up the incline make it so much the more dangerous, and it seems almost miraculous how the up mail escaped. Hanly is, and has been ever since his being put in charge, a great trouble, and his carelessness with his signals especially causes constant complaint from Inspector Higgs, who has for the last two years begged for his removal, on the score of danger to be apprehended from carelessness. I have done everything in my power to sustain Hanly in his place, hoping that time would enable him to get into habits of forethought and carefulness; but the last act, for which he wishes to blame some other person, is of such a character as to compel me to ask his removal, believing it to be highly dangerous to keep him at a post where great vigilance and forethought are essentially necessary for safety.

R. MOODY, 25/4/72.

No. 23.

COMMISSIONER'S MINUTE.

THIS is not the first instance in which Gatekeeper Hanly's inefficiency has been brought under my notice. He is not, nor was he ever fit for an office of responsibility, and such neglect of duty cannot be tolerated any longer; his services in this place must be dispensed with, and he must be placed in a position of less responsibility.

J.B., 25/4/72.

No. 24.

THE TRAFFIC MANAGER TO THE COMMISSIONER.

Hanly at Emu Gatehouse.

HANLY's notice expires to-day, but he positively refuses to leave the gatehouse; and as the doors and windows are kept shut, I shall be glad of instructions how to act, as the gatehouse is much required for the porter succeeding Hanly.

R. MOODY, 6/5/72.

Hanly must be ejected at once, as the house is required for his successor. If the house is kept shut it must be opened, and the new gatekeeper put into possession.—J.B., 6/5/72.

New South Wales Electric Telegraph. Redfern Station.

Received the following message from Penrith Station, 4 p.m., 7 May, 1872 :—

From E. Higgs to Traffic Manager, Redfern.

Your orders are carried out. Hanly is out, and Bissett is in possession.

(72-1351.)

Inspector Higgs to The Traffic Manager.

Penrith, 7 May, 1872.

Sir,

I beg to say that, in compliance with your orders, Hanly is ejected from the gatehouse, Emu Platform. I informed him this morning of your instructions, but he refused to hear them read, or to give up possession of the house. I then told the men to take the furniture out and place it on the platform. After this was done I again requested Hanly to leave, but he said he would not unless I placed my hand on his shoulder and ordered him out, which I did. He then left the place, and Bissett took possession.

I am, &c.,
E. HIGGS.

To Commissioner.—R.M., 8/5/72.

Seen and approved.—J.B., 13/5/72.

No. 25.

11

No. 25.

THE TRAFFIC MANAGER TO THE CHIEF CLERK.

(72-1613.)

Government Railways,
Sydney Station, 3/6/72.

Please forward Hanly's papers 72/905. Sent to you 8/5/72.—R. MOODY.

Mr. Moody, B.C., 4/6/72.—C.A.G.

Returned, but there are three letters addressed to me by the Rev. Dean Hanly, and which I handed to the late Commissioner at his request, which are not here.—R. MOODY, 10/6/72.

No. 26.

A. LENEHAN, ESQ., TO THE SECRETARY FOR PUBLIC WORKS.

Bank Auction Rooms,
17 July, 1872.

MY DEAR SIR,

May I ask the favour of your perusal of the accompanying documents relative to the removal of Mr. M. Hanly, Station-master, Emu Plains. Mr. Parkes, some two months ago, promised, in your absence, to investigate the cause of his removal, with a view of restoring him or otherwise providing other employment.

You will see by the Petition herewith that *every* inhabitant of the district, without exception, pronounce him obliging and attentive to his duties, and have the highest confidence in his abilities to discharge them.

May I crave your early attention to this matter, and oblige,

Your obedient servant,
AND. LENEHAN.

[Enclosure.]

Emu Plains, 29 April, 1872.

Michael Hanly has been in charge of the Emu Railway Station above four years, and we, the undersigned inhabitants of Emu Plains, do hereby certify that we have always found him honest and obliging, and attentive to his duties. All the respectable people in this quarter have entire confidence in him.

James T. Ryan, Emu Ferry,
Jas. Somerville, Emu Plains,
E. L. Frederick, "
Jas. Coghlan, "
Chas. Paul, "
George Walker, "
Wm. Ellison, junr. "
W. H. Wood, "
and 50 other signatures.

Traffic Manager, for report.—J.R., 29/7/72.

No. 27.

THE TRAFFIC MANAGER TO THE COMMISSIONER.

Hanly, late Emu Gatekeeper.

I AM unable to see upon what I have to report. The letter written to Mr. Single, M.P., puts the case in its correct light, except that subsequently Hanly refused to take the work that was offered him at Penrith—refused to give up the gatehouse, and was dismissed for disobedience of orders.

R. MOODY, 1/8/72.

No. 28.

THE TRAFFIC MANAGER TO J. D. SINGLE, ESQ., M.P.

(72-776.)

Traffic Manager's Office, Redfern Station,
Sydney, 29 April, 1872.

DEAR SIR,

In reply to your verbal inquiry to-day, as to the cause of Hanly's removal, I have to state for your information, that the sole cause is that he is not sufficiently efficient for such a post of trust. It is Hanly's duty to take charge of the signals at his station and the points at Ryan's siding, and the many complaints made by Mr. Inspector Higgs leave no alternative but removal. Hanly will get some other place as soon as I can find a suitable one for him; but in the mean-time I cannot, nor can I expect Mr. Higgs to take responsibilities of so grave a character as those involved in Hanly's case. I have done all in my power to keep Hanly in his place for the last 2½ years, and now that I can no longer accept his responsibilities, I have the Minister's directions to re-employ him whenever I can find a suitable place for him.

I have, &c.,
R. MOODY.

No. 29.

No. 29.

MINUTE OF MINISTER FOR WORKS.

As the Traffic Manager sees nothing to report on in this case, I have carefully considered the petition, as representing all the respectable inhabitants of the district, presented to me by Mr. Lenehan; and if they were ten times the number they could have no effect on my decision in this case, unless they were examined personally before me as to their knowledge of the case; but a perusal of the mass of papers in Mr. Hanly's case has satisfied me, without going to the trouble to examine gentlemen that know nothing of Mr. Hanly's neglect of important duties, or the danger to life and property by such neglect.

It seems most remarkable to me that Mr. Hanly was not dismissed for this neglect of duty, but for disobedience of orders in not accepting a position in the Service where the work was given out, and where he could do no harm by neglecting it.

Mr. Hanly's is perhaps the most remarkable case on record in the management of Railways. This is only the third time he has appealed to me. First, on the 19th of November, 1868, I was appealed to by Mr. Hanly, who was then under suspension for letting a cow stray on to the line; on inquiry, I found no evidence to sustain the charge, but I found that he had been suspended by an officer on leave of absence, who had no right to interfere; I therefore reinstated him.

On the 18th of December, 1868, I was again appealed to by Mr. Hanly on a matter that had been previously dealt with. I declined to interfere with the decision of my predecessor. I am now called upon to restore Mr. Hanly to his former position, or otherwise provide for him in the Public Service. I have carefully considered the points raised by Mr. Lenehan, and the able appeal made by that gentleman in Mr. Hanly's favour, and also Mr. Hanly's own personal representations and explanation on his case; but I can see nothing in the petition or explanation that would justify me in restoring Mr. Hanly to his former position, or otherwise providing for him in any branch of the Public Service under my control.

JOHN SUTHERLAND, 5/8/72.

No. 30.

MR. HANLY TO THE SECRETARY FOR PUBLIC WORKS.

(72-2501.)

Sydney, 25 July, 1872.

DEAR SIR,

After a faithful discharge of my duties in the Railway Department during six years, I was dismissed last May without cause.

The Traffic Manager's charge against me is "Hanly was not sufficiently efficient." Not efficient is vague enough, "sufficiently" makes it the excuse of a special pleader.

Moreover, all the residents of Emu Plains testify to my honesty, civility, and attention to duty. Mr. Moody has complaints against me and my explanations; let these papers be produced, and you can see at a glance who is in the right.

About the middle of April I gave a passenger a ticket, and having no change, I gave £1 to Haydon the guard, requesting him to let the passenger have his change and bring me price of ticket. Haydon gave the man another excess ticket, and laughed at me when I pressed him for my 5s. 2d.; it was only yesterday that Mr. Higgs told my brother there is 5s. for me. Perhaps the gentlemen learned that you had spoken to me.

You will find that I always asked for investigation.

I now beg of you a fair trial, and have the honor to be your most obedient servant,—

MICHAEL HANLY.

I require the whole of the papers in this case, and the Traffic Manager to report on the whole, and state the reasons for this man's dismissal.—J.S., 25/7/72.

Papers herewith. Mr. Moody.—B.C., 8/8/72.—C.A.G.

No. 31.

(72-1878.) No. 13.

THE TRAFFIC MANAGER TO THE COMMISSIONER.

Below is a Schedule of cases *in re* Hanly, for information.

67/58, 10 January, 1867.—Reported by Mr. Thomas for carelessness in his accounts, upon which he resigned. He was afterwards re-employed as watchman.

67/1583, 14 August, 1867.—Reported by late Traffic Manager for insubordination and leaving his points. For this he was severely reprimanded by the Commissioner, Mr. Byrnes, and he apologized for same.

67/2398, 22 November, 1867.—Carelessness at points, mail engine off the line at Penrith. Commissioner's minute—"If not more attentive to his duties he will be dismissed."

67/2397, 3 December, 1867.—Carelessness in sending empty trucks away that had been specially ordered for contractor. Threatened with dismissal if not more attentive.

68/773, 19th March, 1868.—Absenting himself without leave, asleep on duty, leaving his points without protection, and travelling to Sydney without a pass. Dismissed.

68/2370, 24 August, 1868.—Absenting himself without leave, leaving his gates open, cows straying on the line. "This man has offended so often that I beg to recommend his dismissal.—E. OWEN."

Overlooked.

68/2909,

68/2909, 17 November, 1868.—Neglecting gates. Late Traffic Manager reports—"He is utterly unfit to hold any post in this department."

70/3838, 25 November, 1870.—Neglect of signals, verbal complaints innumerable made by Inspector Higgs, which had been overlooked by present Traffic Manager.

71/1368, 20 June, 1871. Neglecting to keep his points clean. Threatened with dismissal.

72/254, 7th February, 1872.—Making malicious charge against Guard Heaton. Inspector Higgs reports—"I do not consider Hanly suitable for the situation he now fills." Overlooked.

72/776, 23 April, 1872.—Neglecting to lock his points. Commissioner's minute—"This is not the first instance in which Gatekeeper Hanly's inefficiency has been brought under my notice. He is not, nor was he ever, fit for an office of responsibility, and such neglect of duty cannot be tolerated any longer: his services in this place must be dispensed with, and he must be placed in a position of less responsibility." J.B., 25/4/72.

26 April, 1872.—Notice was given to Hanly to leave the gate-house and report himself at Penrith Station for employment. See copy marked A.

A man was sent to relieve Hanly, and on expiry of notice he was requested to move out of the house for his successor; this he refused to do, and I received telegram marked C.

The Minister for Works then directed that Hanly should be put out of the gate-house, which was carried into effect; and as Hanly refused to do duty at Penrith he was *dismissed for disobedience of orders*.

Hanly's letter of 25 July, above mentioned, says he "faithfully discharged his duties for six years, and he was dismissed without a cause." As he has been asking for a "fair" trial a good many times, he should now, I respectfully submit, be judged upon the evidence, with a view to finality.

I need scarcely remark that the evidence will not only disprove Hanly's charges, but will expose the state into which the department has drifted, when it has been deemed necessary to retain a negligent and incompetent man in a place of trust for so long a period, to the imminent risk of life and property.

As a proof of what I have been subjected to personally at the hands of the Rev. Dean Hanly in this matter, I must invite the Minister's attention to exhibits marked respectively D, E, F, G, H, and I, and will content myself with a few remarks on Hanly's letter of 25th July last. That letter is in the handwriting of the *Rev. Dean Hanly*, who has been informed by letter on more than one occasion of his brother's negligence, and *was also well aware that Hanly was dismissed for disobedience of orders*, in acting upon the advice offered to him by the Rev. Dean, instead of going to his work, as directed in the Traffic Manager's memo. (exhibit marked A); and yet it is alleged, in the first paragraph of the letter referred to, that Hanly "*has discharged his duty faithfully during six years, and was dismissed without cause.*"

I would further respectfully remark that too much of my time is unfortunately taken up with matters of this character, and the public safety and general management of the lines are necessarily neglected, and dangers must arise in consequence, as I have no one at liberty that I can depute to attend to my general duties; and I need scarcely remind the Minister that it is a duty requiring the undivided attention of the Traffic Manager, who ought to be held free from these vexatious matters, that his attention might fairly be directed to the safety of life and property entrusted to his care.

The excessive labour which has devolved upon me for a long time past has, I am advised, seriously injured my health; and, as I am fully sensible of the serious penal responsibilities attaching to a careless and negligent attention to the duties of the office which I have the honor to hold, I must pray protection against this careless vexatious interruption to the proper duties of my office as Traffic Manager, in attending to matters done either by the Commissioner or under his direction.

R. MOODY,
19/8/72.

No. 32.

EXHIBITS A, C to I; IN TRAFFIC MANAGER'S SCHEDULE.

A.

The Traffic Manager to Inspector Higgs, Penrith.

GIVE Gatekeeper Hanly notice that his services will not be required at Emu after to-morrow (Saturday) week, and that he must quit the house for his successor to take possession on Monday following.

The Minister has decided that he is unfit to be trusted with the points and signals at such an important place as Emu. He will be provided with another place as soon as a suitable one can be found him; in the mean-time he may be taken on at Penrith as extra porter for such odd jobs as he may be able to do, that is as soon as his time expires at Emu.

So long as Hanly remains, let Penny visit the points every night after the mail train has passed, to see that they are safely locked against the up mail, and that he visit again each morning.

R. MOODY,
26/4/72.

C.

New South Wales Electric Telegraph. Redfern Station.

Received the following message from Penrith Station at 10.30, 6 May, 1872:—

From E. Higgs, Penrith, to Traffic Manager, Redfern.

HANLY refuses to leave until he has written instructions: will you please send them. Bissett states that Dean Hanly informed him on Friday last that he had received a letter from you, saying his brother was only suspended, and would be reinstated in a few days.

I had not sent any communication whatever to Rev. Dean Hanly.—R.M.

D.

14

D.

The Rev. Dean Hanly to The Traffic Manager.

Penrith, 7 May, 1872.

Dear Mr. Moody,

My brother was rudely thrust out of his house to-day by Mr. Higgs. Did you sanction this proceeding?

I go to Sydney in the morning to consult lawyers and appeal to Members of Parliament. We shall have a full investigation. Take your side; join the rogues or the honest men.

Yours, &c.,
J. HANLY.

Mr. Higgs called you a *liar* on the occasion.

E.

The Rev. Dean Hanly to The Traffic Manager.

Penrith, 2 May, 1872.

Dear Mr. Moody,

I have received your papers. I write again to Mr. Macleay requesting that he press for an investigation. Join the rogues or the honest men. We must have a trial.

Yours, &c.,
J. HANLY.

F.

The Rev. Dean Hanly to The Traffic Manager.

Penrith, 2 May, 1872.

Dear Mr. Moody,

I have placed in the hands of Mr. Macleay your vague charges "*incompetence*" against Michael Hanly, of Emu, and the certificate of all the inhabitants of Emu Plains of Hanly's honesty, civility, attention to duties.

Take your choice now—join the rogues or the honest men. Write Mr. Macleay what you honestly think of Hanly. We shall have a full investigation. If you tell a *story*, you may go out with the old bigot Byrnes.

Honesty is the best policy.

J. HANLY,
Dean.

G.

Redfern Station, 2 May, 1872.

THE Rev. Dean Hanly called at the Traffic Manager's office on Wednesday afternoon, before 5 o'clock p.m. Called Mr. Moody and Byrnes "scoundrels and schemers," and characterized their conduct as "detestable roguery and trickery."

T. W. CULLEN.

H.

Mr. Thos. Mayo to The Traffic Manager.

Redfern Station, 2 May, 1872.

Sir,

I have to inform you that Dean Hanly called at your office, on Wednesday, the 1st May, and inquired for the Traffic Manager. After the reply had been given, by one of your clerks, in the negative, the Dean made use of the following expression, viz., "that Mr. Byrnes and Moody were scoundrels, schemers, and treacherous dodgers," and characterized their conduct (meaning Mr. Byrnes and Mr. Moody) as being detestable in the extreme, and that he would soon have them out of this place.

I have, &c.,
THOS. MAYO.

I.

Messrs. Thomson, Marks, and Sotheren to The Traffic Manager.

Redfern Station, 2 May, 1872.

Sir,

We have to inform you that Dean Hanly called at your office on Wednesday, the 1st instant, during your absence, and made use of the following expressions:—

Dean Hanly inquired if the Manager was in, and on our replying in the negative, he began to abuse you and the Minister for Works, stating that you were both "scoundrels, schemers, and treacherous dodgers," and further characterized your conduct as being detestable in the extreme. He then left the room in a very excited state, and met Mr. Davis, Station-master, Liverpool, at the bottom of the steps, and spoke to him in a loud voice.

We have, &c.,
JOHN R. THOMSON.
LYON J. MARKS.
GEO. R. SOTHEREN.

No. 33.

No. 33.

MINUTE OF MINISTER FOR WORKS.

Minister's memo. on Traffic Manager's minute, No. 13, 72/1878.

I HAVE decided Mr. Hanly's case, on the Traffic Manager's report of 1/8/72 (No. 72/2237), without this long list of charges and alphabet of curiosities, which have for the first time been presented to me, or been on the records of this department. All documents of a public nature should become the property of the department so soon as received, and be registered amongst its records; and I cannot understand how any documents not so recorded could be brought forward as evidence for or against any man.

The Traffic Manager, in the last paragraph of his report, asks for my protection from being called upon to attend to matters done either by the Commissioner or under his direction. I see nothing done in this case by the present Commissioner, or by his direction. I therefore disapprove, as I have often done before personally to the Traffic Manager, of making such rash assertions as these. I have always protected the Traffic Manager, not only when I thought he was right, but more than once when I thought, to say the least, he had erred in judgment; and my action in this case not only protects the Traffic Manager but the Public Service from the evils he complains of, at least for my time in office.

I agree with, and have twenty times before now, told the Traffic Manager that too much of his time is taken up with work that could be well performed by a third class clerk. Again, the Traffic Manager says he has no man at liberty that he can depute to attend to his general duties. The Traffic Manager may have no man at liberty, or as I would say, idle, but he has one gentleman who has more than once, and for many months at a time, occupied the position of Acting Traffic Manager with considerable satisfaction to all concerned. I find that gentleman now filling a position the duties of which were most satisfactorily performed by a clerk at about one hundred per annum; he has many others quite able to take the general duties of his office; I would have no hesitation not only in giving them the duties but the responsibilities also. From what I know of the officers and men under the Traffic Manager's charge, I believe there is no officer under the Government that has better materials to work upon, if he would only permit it to be utilized. Let him remove the bushel; and in place of the one light, as at present, he would find twenty bright and shining lights around him to lighten his path and relieve him of the harassing duties he complains of.

The Traffic Manager, in this minute, also says the public safety and general management of the lines are necessarily neglected, and dangers must arise in consequence. If so, it is time I looked for some one to relieve the Traffic Manager of these most important duties of his office. The Traffic Manager knows well that up to the present time he has had full power and control over every officer and man in his department, with every assistance from me he has asked for; he has made changes and additions in his department, without mine or the Commissioner's knowledge or consent, but in no case have I or the Commissioner made any changes or additions to his department without his request and advice. These large powers were left in the hands of the Traffic Manager to enable me the better to judge of his abilities to perform the duties of the more important office of Commissioner for Railways, which he is so anxious to have conferred upon himself.

I therefore at the present time cannot relieve him from any of the responsibilities properly attached to the office of Traffic Manager.

JOHN SUTHERLAND,
21/8/72.

This paper has been perused by the Traffic Manager, who requested permission to withdraw his minute; but after due consideration, I think it should remain a record of the office, as it is not the first time that similar requests have been complied with.—J.S., 26/8/72.

The whole of the papers in Mr. Hanly's case may now be sent to the Colonial Secretary, who has been appealed to by Mr. Hanly for a reversal by the Government of the decision come to by me in his case.

I therefore would be glad if the Colonial Secretary would peruse some of these papers, and he would find ample evidence to disprove the statements made in Mr. Hanly's letter to the Colonial Secretary, and ample, without the second batch, to justify me in the course I adopted in this most remarkable case.—J.S.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

ON THE

CONSTRUCTION AND PROGRESS

OF THE

RAILWAYS OF NEW SOUTH WALES,

FROM 1866 TO 1871 INCLUSIVE.

BY

JOHN RAE, M.A., COMMISSIONER FOR RAILWAYS.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
21 *April*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

ANALYSIS
OF
REPORT ON RAILWAYS OF NEW SOUTH WALES.
1866-1871.

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RAILWAYS.

(REPORT FROM 1866 TO 1871 INCLUSIVE, BY JOHN RAE, M.A., COMMISSIONER FOR RAILWAYS.)

THE COMMISSIONER FOR RAILWAYS TO THE SECRETARY FOR PUBLIC WORKS.

Department of Public Works,
Railway Branch,
Sydney, 9 January 1873.

SIR,

In my Reports, dated respectively 30 September 1865, and 1 October 1866, I gave a summary of the origin and progress of the Railways of New South Wales, from 1846 to 1865 inclusive. In accordance with your instructions, I have now the honor to submit, for the consideration of the Government, a continuation of this summary, which will bridge over the intervening period to the close of the year 1871.

The tables in the Appendix, which have been carefully compiled from authentic sources, will serve to collect into a focus a large series of scattered facts and figures connected with the construction and working of our Railways, and will be useful for official reference. A few explanatory remarks on these tables will form the subject of this Report.

LENGTH OF LINES.

At the date of my last Report, the total length of lines open for traffic Length of lines open for traffic.
amounted to 143 miles.

The following extensions have since been opened:—

Picton to Goulburn	81 miles
Penrith to Rydal	77 "
Singleton to Wingen... ..	57 "

Making an addition of 215 miles

And a total of 358 miles

open on 31st December 1871.

The dates of opening the different sections on all the lines, and their lengths, are Dates of opening. Appendix 9.
given in the Appendix.

PROGRESS OF WORKS, AND COST OF CONSTRUCTION.

The appended Report of the Engineer-in-Chief, of date 8 January 1872, (an Appendix 1. Progress of works on extensions.
extension of his Report of 30th October 1871, to the close of that year), gives a detailed account of the different contracts, and the nature, quantity, and progress of the works on the extensions from Picton, Penrith, and Singleton.

Southern line. On the Southern line, from Picton to Goulburn, a distance of $81\frac{1}{4}$ miles; the contracts for construction were divided into seven sections, all of which have been satisfactorily completed. The line to Goulburn was opened on 27th May 1869. The total cost of the works on this extension, including trial surveys, engineering expenses, purchase of land, construction of works, permanent way, station buildings, and heavy flood repairs, amounted on 31st December 1871, to £1,024,455 18s. 9d., or at the rate of £12,609 per mile.

Western line. The Western extension, from Penrith to Bathurst, a distance of 109 miles, was divided into nine sections, the last of which carries the line to Kelso. Six of these were completed, and the seventh nearly so, at the close of 1871. It is expected that No. 8 will be finished on 1st May next. The time for completing No. 9 is still an open question.

The total amount expended on this extension, to 31st December 1871, including engineering expenses and trial surveys, was £1,649,113 4s. 10d.

The estimated cost per mile, including the Bridge over the Nepean at Penrith, was £15,691; but the actual cost cannot be stated till the completion of the works.

Northern line. The contracts on the Northern line, from Singleton to Murrurundi, a distance of nearly 70 miles, were divided into five sections. Four of these were completed by the end of 1871, and the fifth on the 4th of April following, when the line was opened to Murrurundi.

The total expenditure on this extension, to 31st December 1871, was £693,222 0s. 11d.

The estimated average cost per mile, including the Bridges over the Hunter, at Singleton and Aberdeen, was £10,084; the actual cost, to 31st December 1871, cannot be stated, as the contracts were not completed.

Heavy nature of works on extensions.

The average cost per mile on these extensions will appear moderate, when the heavy nature of many of the works is taken into consideration. Thus, on the Southern line, there are the costly viaducts at Picton, Wingecarribbee, Wollondilly, Mulwarree, Barber's, and Boxer's Creeks; and the expensive tunnels at Redbank Range and Gibraltar Gap: on the Western, the much-admired viaducts at Knapsack Gully and Lithgow Valley; the Clarence Tunnel, and the tunnels at Lithgow Valley Zig-zag, Morangaroo, and under the Mudgee Road; and the bridges over Solitary Creek and at Tarana Mountain: and on the Northern, the handsome bridge over the Hunter at Aberdeen. But in addition to these, there are 102 smaller bridges of timber, masonry, and ironwork; 776 culverts, varying from 18 inches to 30 feet in span; and the enormous mass of 9,124,933 cubic yards of excavation, of which a large portion was in rock, and which, if heaped together, would be nearly thrice the bulk of the largest Pyramid of Egypt.*

Relative amount of work on different lines.

The quantity and nature of the excavation may, to some extent, be taken as an index to the geological features of the country which has been pierced by the different lines of our Railways. The proportion of rock cannot be exactly stated; as four contracts on the Western, and one on the Northern, were accepted on the new principle, adopted to save disputes with contractors, of paying for the excavation at a fixed price by the cubic yard, without distinguishing between rock and soil. But the relative

* The pyramid of Cheops is the largest of the group. According to Herodotus, 100,000 men were employed ten years in forming the road over which the materials were to be drawn, and twenty years in the construction of the pyramid itself; it stands on a rectangular base, covering an area of about 11 acres, and rising to an elevation 127 feet higher than the cross of St. Paul's Cathedral. The dimensions of this pyramid are stated to be 480 feet in height, with a base of 750 feet in length, which by an easy calculation ($750^2 \times \frac{4}{3}$) makes the total mass 90,000,000 cubic feet or 3,333,333 $\frac{1}{3}$ cubic yards.

REPORT OF THE COMMISSIONER FOR RAILWAYS, 1866-1871.

quantities of excavation on the different lines, at 31st December 1871 (omitting the rock in five contracts), were as under:—

	Miles open.	Excavation.	Proportion of Rock.
		cubic yards	cubic yards
Southern	81	2,094,368	546,501
Western	77	5,021,518	1,782,833
Northern	57	2,009,047	189,563
Total.....	215	9,124,933	2,518,897

Thus, according to the mileage, there was more excavation but much less rock on the Northern than on the Southern; while on the Western there were more excavation and much more rock than on the Southern and Northern lines combined.

The steepest gradients are 1 in 30 on the Southern and Western, and 1 in 33 on the Northern; and the smallest radius of a curve is 16 chains on the Southern, 8 on the Western, and 20 on the Northern extensions. Gradients and radii of curves on extensions.

At Picton, 53 miles from Sydney, where the Southern extension commences, the line is 549 feet above high-water mark; and at 91 miles from Sydney, near Mr. Badgery's residence, it reaches the highest elevation of 2,357 feet, thus rising 1,808 feet in a distance of 38 miles. Highest elevation on Southern line.

The Western line at Penrith, 34 miles from Sydney, is 88 feet above high-water mark, and attains its highest level of 3,658 feet, at the entrance to the Clarence Tunnel, 88 miles from Sydney, thus ascending 3,570 feet in 54 miles. Highest elevation on Western line.

The Northern extension, starting from Singleton, 49 miles distant from Newcastle, at an elevation of 135 feet above high-water mark at that port, ascends to 1,546 feet at Murrurundi, 120 miles from Newcastle, rising 1,411 feet in 71 miles. Highest elevation on Northern line.

The principal objects of interest on these extensions are the Zig-zags at Emu Plains and Lithgow Valley, on the Western. Since the opening of the line to Bowenfels, thousands of tourists from all lands have visited these works, and expressed unbounded admiration at the rugged grandeur of the scenery, and the engineering skill and pluck displayed in designing and constructing these stupendous works, which are probably not surpassed on any Railway in the World. The Zig-zags on Western line—objects of interest.

But a description or even an inspection of the Lithgow Valley Zig-zag, gives but an imperfect idea of the difficulties that had to be encountered, and the vast amount of work that had to be performed, before it was hewed into its present shape. From the Clarence tunnel to the bottom of the valley there is a descent of 470 feet, through a deep and rugged ravine, where formerly there was scarcely footing for the mountain goat, and where the surveyor's assistants had occasionally to be suspended by ropes in the performance of their perilous duties. But human skill and enterprise have opened a pathway through these broken mountain ranges for the railway train, that now traverses the sides of the mountains, on a gradient of 1 in 42. Magnitude of works on Zig-zag, Lithgow Valley.

In the execution of these works, two gigantic masses of rock—the one estimated to contain 40,000, and the other 45,000 tons—had to be blasted; and the contractor, after estimating the cost, determined to call in the aid of electricity for the purpose. The first mass to be operated upon was a spur of the mountain, a few hundred feet from the first reversing station, which blocked up a portion of what is now the middle line of railway. Preparations were accordingly commenced, by excavating a trench on the top of the rock, in the line where the division was required to take place, and drilling in this trench twenty-five triangular holes, 30 feet deep, and of sufficient capacity to be charged with 3½ tons of blasting powder, in all. The galvanic arrangements were made under Blasting of gigantic masses of rock by electricity.

the directions of Mr. Cracknell, Superintendent of Telegraphs, who, on the 5th January 1867, succeeded in firing the blast, which tore the mountain asunder, heaving huge masses of rock into the valley, and leaving the face of the parent mountain almost as plain as if it had been cut with chisels.

Blowing up of
tunnel by
electricity.

On 16th September 1868, another electric shock was employed in blowing up a tunnel, which perforated the mountain about 200 yards from the second reversing station. After the boring of this tunnel had been completed, the Engineer-in-Chief, from careful inspection, entertained doubts of its stability, and gave orders for its removal. This was successfully accomplished in the same manner as the last, by means of the galvanic current acting on $3\frac{1}{2}$ tons of powder, in chambers cut in the rock for its reception. The battery operations were again conducted by Mr. Cracknell, and the electric spark was communicated to the powder by the hand of the Countess of Belmore, in the presence of His Excellency the Governor and a large concourse of spectators, who had assembled to witness the effects of the explosion.

Blasting of
80,000 tons of
rock in two
shots.

Appendix 2.

A feat so startling, by which in two blasts upwards of 80,000 tons of rock were torn from the solid mass and shattered to pieces, is worthy of record in a description of our railway works; and I have appended a full account of the whole proceedings, from the pages of the *Sydney Morning Herald* of 7th January 1867, and 18th September 1868.

Cost of
construction.
Appendix 17.

Cost of lines
open for traffic.

In Table No. 17 of the Appendix will be found a detailed statement of the cost of construction of our Railways, and the total expenditure, including rolling stock, machinery, workshops, station and other buildings, and trial surveys, from the commencement to the 31st December 1871. The cost of lines open for traffic at any period cannot be exactly stated, but may be ascertained sufficiently near the truth by deducting the amounts paid to contractors during the year from the total cost. This will give the following results:—

Year.	Lines open for Traffic.	Lines in Progress.	Total Expenditure.
	£ s. d.	£ s. d.	£ s. d.
1865	2,746,373 5 5	869,622 11 4	3,615,995 16 9
1866	2,786,094 10 7	1,321,885 9 8	4,107,980 0 3
1867	3,282,319 18 4	1,377,196 6 1	4,659,516 4 5
1868	4,060,950 2 5	1,159,217 5 0	5,220,167 7 5
1869	4,681,329 7 6	985,634 17 7	5,666,964 5 1
1870	5,566,092 9 5	607,566 10 3	6,173,658 19 8
1871	5,887,257 14 3	632,025 17 10	6,519,283 12 1

Cost per mile.

From this statement, it will be found that the cost per mile, on the average length of the lines open for traffic, was as under:—

Year.	Lines open for Traffic.	Average length of Line open.	Cost per Mile.
	£	miles	£
1865	2,746,373	143	19,205
1866	2,786,094	143	19,483
1867	3,282,320	175	18,756
1868	4,060,950	225	18,048
1869	4,681,329	269	17,402
1870	5,566,092	329	16,918
1871	5,887,258	350	16,820

Reduction in
cost per mile
occasioned by
cheaper
extensions.

The reduction in the cost per mile, from 1866 to 1871, is attributable to the reduced cost of the works on the extensions. The cost of the double line from Sydney to Parramatta, which was at the rate of £44,321 per mile in 1864, is gradually reduced as it

becomes distributed among the cheaper single lines to Picton, Penrith, and Singleton, and is still further reduced by the increasing length and lower cost of the extensions beyond these termini, till in 1871 the cost of the whole, including the trunk line, is only £16,820 per mile; while it will be seen by a foot-note on page 16 of my first Report, that the average cost of the Victorian, and seven of the principal Railway lines in England, is £40,851 per mile.

Cost per mile on other Railways.

In Tables 19 and 20 will be found a statement of the Public Debt for Railways, and an abstract of the total expenditure on their construction, showing the Loan and Appropriation Acts which sanctioned the expenditure, and the balance unexpended on 31st December 1871.

Public Debt for Railways. Appendix 19, 20.

PERMANENT WAY.

The Permanent Way and Works have been maintained throughout from Working Expenses. The amount expended annually for this purpose was as follows:—

Permanent Way and Works.

	£	s.	d.
1866	27,082	7	10
1867	27,181	5	10
1868	30,009	19	3
1869	40,489	2	10
1870	58,009	12	10
1871	61,158	17	4

The appended Report from the Engineer-in-Chief will show the details of this expenditure during 1871, and the condition of the Way and Works at the close of that year.

Appendix 3.

LANDS TAKEN FOR RAILWAY PURPOSES.

Instead of encumbering the Schedule, as formerly, with the details of each separate lot, I have appended a condensed statement of the whole lands taken for Railway purposes to 31st December 1871, showing the quantity taken on each line, the amount claimed, and the total sum paid and still due, with the rate per mile on each line, and the average rate per mile on the whole.

Lands taken for Railway purposes. Appendix 10.

From this statement the following figures are taken:—

Railway Lines.	Quantity taken, in Acres.	Amount claimed.	Total Cost.
		£	£
Darling Harbour Branch.....	15	30,540	30,724
Trunk Line to Parramatta	179½	28,130	16,921
Southern Line	1,986½	74,837	43,523
Western Line	2,869½	68,535	39,502
Richmond Branch	140	7,303	5,303
Northern Line	1,846	160,856	64,851
Morpeth Branch	35½	32,368	20,789
Total	7,072	402,569	221,613

It thus appears that, with the exception of the Darling Harbour Branch—where the total cost appears in excess of the amount claimed, arising from incidental expenses—the labours and skill of the Railway Valuator have effected a considerable reduction in the sums claimed on each line, amounting in all to a saving of £180,956 to the Government.

Reduction in amount claimed.

The cost per mile has been calculated in two ways: in the one case, taking the distance through private property alone; and in the other, including Crown Lands, which were equally taken for Railway purposes, although no money was paid for them. By including these Crown Lands, the mileage is of course increased, and the cost per mile proportionately reduced.

Cost per mile for lands taken for Railway purposes.

Exceptional cases of cost per mile.

It will be seen by the Schedule, that the cost per mile, including Crown Lands, varies considerably on the different lines, and on the different sections of each. Thus, on the Darling Harbour Branch, the cost is at the enormous rate of £26,862 per mile; from Sydney to Newtown, £5,685 per mile; from Parramatta Junction to Toongabbee Creek, £3,995 per mile; from Parker-street to Proctor's Lane, Penrith, £2,452 per mile; from Newcastle to Honeysuckle Point, £21,738 per mile; thence to West Maitland, £1,245 per mile; and on the Morpeth Branch, £6,036 per mile. But these are exceptional rates, occasioned by exceptional circumstances, such as proximity to towns, and the necessity of taking valuable buildings, &c.; yet, in spite of these heavy amounts, the average rate per mile for the whole lands taken is £834 14s. 8d., when confined to private property, or £551 when Crown Lands are included; either of which amounts will, I think, contrast favourably with the cost per mile for land taken on other Railways, either in the Mother Country or in the neighbouring Colonies.

Average cost per mile.

ROLLING STOCK AND MACHINERY.

Machinery. Appendix 16.

In the Appendix will be found returns of all the machinery and rolling stock, in use from the opening of our Railways; their number in 1865, and the annual additions from that date.

Rolling Stock.—
No. of vehicles.
Appendix 11, 12,
13, 14.

The total number of locomotives and vehicles for passengers and goods traffic at the close of 1871 was as under:—

Description.	South and West.	North.	Total.
LOCOMOTIVES.			
Tank	5	3	8
Tender	42	16	58
Total	47	19	66
PASSENGER STOCK.			
First class carriages... ..	16	6	22
Composite	17	.....	17
Second class	62	32	94
Carriage trucks	26	12	38
Horse-boxes	35	16	51
Brake-vans	18	6	24
Mail-vans	4	3	7
Prison-van	1	.....	1
Hearses	2	.....	2
Total	181	75	256
GOODS STOCK.			
Low-sided waggons, A	66	40	106
High-sided, B	105	15	120
Covered, C	49	16	65
Medium, D	477	157	634
Timber-trucks, E	16	.....	16
Brake-vans	14	9	23
Ballast-waggons	14	25	39
Meat-vans	10	.....	10
Cattle-vans	55	23	78
Sheep-vans	24	7	31
Total	830	292	1,122
Or, combining the three Classes—			
Locomotives	47	19	66
Passenger Stock... ..	181	75	256
Goods Stock	830	292	1,122
Total No. of vehicles	1,058	386	1,444

The following alterations have been made in the classification of the old stock:—

Alteration and
now classifica-
tion of old stock.

The coupé and pic-nic carriages are now numbered and ranked as first class carriages.

After the Pitt-street Tramway was taken up, and the cars were no longer required, one of them was converted into a first class carriage, another into a second class carriage, and two were broken up as useless.

The old third class carriages have been altered to rank as second class carriages.

Of the low-sided A trucks, ten are now used as ballast waggons.

Three of the brake-vans are worn out, and are to be replaced by new ones.

The whole of the locomotives and rolling stock have been maintained throughout, and are now in good order and condition; and the cost of repairs and renewals (as in the case of the new brake-vans) has in all cases been charged against the Vote for Working Expenses.

Condition of
rolling stock.

The total amount expended on rolling stock from the commencement to the close of 1871 has been—

Cost of rolling
stock.
Appendix 15.

	£	s.	d.	£	s.	d.
For Locomotives—						
Imported from England ...	151,997	9	7			
Manufactured in the Colony ...	49,026	13	2			
				201,024	2	9
For Passenger and Goods Stock—						
Imported from England ...	215,580	15	5			
Manufactured in the Colony ...	72,459	18	3			
				288,040	13	8
Total expenditure ...				£489,064	16	5

For several years after commencing the construction of our railways, the only means we had of procuring permanent way, rolling stock, and other materials, was by calling for tenders from English manufacturers through the Agent-General. This mode of proceeding was generally felt to be injurious to the interests of the Colony; and on 10th January 1862, a motion was carried in the Assembly—"That, in the opinion of the House, tenders should in future be called for within the Colony for all railway plant, rolling stock, supplies, and goods required for the Public Service." From that date, accordingly, tenders have been invited in the Colony for all railway materials; but few were received from colonial manufacturers till the year 1869, when the Government considered that the best mode of inducing manufacturers and capitalists to incur the necessary outlay for buildings and plant, was to make the contract extend over a series of years. On this principle, tenders were called for in this and the neighbouring Colonies; and, in June 1869, the tender of Messrs. Mort, Vale, & Lacy was accepted for the construction of locomotive engines, and that of Messrs. P. N. Russell & Co. for the construction of the rest of the rolling stock—the contracts being for one year certain, and to be extended to five years, on Parliament giving its sanction to the arrangement. The passing of the vote for the second year's supply was considered sufficient sanction; and in December 1871, it was intimated to the contractors that their contracts were extended to five years respectively.

Rolling stock
originally
procured from
England.

Resolution of
the Assembly
that tenders be
called for in the
Colony for
railway plant.

Tenders accepted
for manufacture
of rolling stock
in the Colony.

We have still to depend on the Mother Country for the supply of Permanent-way materials; but with the exception of wheels and axles, and some other parts of the stock, which, from want of the necessary appliances in the Colony, must also be procured from England, the whole of our rolling stock is now manufactured in Sydney; and, after an experience of three years, the Government has every reason to be satisfied with the success of the experiment. The quality and cost of the stock will bear a favourable comparison with that imported from England; and its manufacture in the Colony gives encouragement to some of our largest industrial establishments, affords employment to hundreds of workmen, and puts in circulation a large amount of capital which would otherwise have found its way to England.

Except wheels
and axles, &c.,
rolling stock
now manufac-
tured in Sydney.

Advantages of
this course.

No. of vehicles used on different Railways per train mile run.

The following Table will show the quantity of Rolling Stock used on our Railways, compared with that used on English and Victorian Railways, *per train mile run*.

	UNITED KINGDOM.	VICTORIA.	N. S. WALES.
	Train miles run.	Train miles run.	Train miles run.
LOCOMOTIVES.			
1 for every	18,026	14,496	20,184
PASSENGER STOCK.			
1 for every	8,402	7,805	8,919
GOODS STOCK.			
1 for every	660	877	1,288
ALL VEHICLES.			
1 for every	565	698	960

Deficiency of stock on our Railways.

Thus, in each of the classes, we employ the smallest number of vehicles for the work performed; but instead of taking any credit for this result, I regard it as a proof that we are over-working our stock. We have constant applications from the Traffic Department for additions to the quantity on hand; and, with respect to the deficiency of engine power, the Locomotive Superintendent thus writes:—"Of the Goods and Passenger Engines suitable for working the steep gradients, twenty are running every day, and in some cases double shifts of men are put on them, and the same engines are worked day and night, which is a most destructive practice. It will be seen that this leaves only five available at one time for repairs and emergencies. As these engines require to be taken in for ordinary repairs every four months, it is utterly impossible to do what is necessary to them, as before one can be got ready for running, there are always two ready to come in for repairs; and it will be impossible much longer to provide sufficient locomotive power for the traffic with our present number of engines.

Locomotives overworked.

"There are moreover twelve out of the engines suitable for steep gradients, which require new boilers, fire-boxes, tubes, &c. These engines would have lasted much longer without these extensive renewals being required, if they had received fair usage; but there not having been sufficient engines to work the traffic, it has often been necessary to work them night and day.

Average mileage for locomotive.

"2,000 miles is considered a fair monthly average for a locomotive; but it will be seen from our mileage returns that many of our engines are constantly running over 3,000, and in some cases over 4,500 miles per month."

Necessity for increasing rolling stock.

All this explains the large demands on the Vote for Working Expenses, for repairs, which could have been avoided if the quantity of the rolling stock on hand had been sufficient for the traffic; and clearly points to the necessity of increasing it as rapidly as possible.

TRAFFIC.

Appendix 21, 22, 23, 24.

Traffic returns.

Appendix 26.

The Tables in the Appendix furnish a detailed statement of the number and class of passengers, the quantity of goods and live stock carried, the total earnings and working expenses, the amount of capital invested, and the net earnings on all the lines. From these tables I have prepared a comparative statement, which will give a bird's-eye view of the progress and working of our Railways during the seven years ending on 31st December, 1871.

Comparison of traffic in different years.

In reviewing the movement of Railway traffic for a series of years, we do not expect the same amount of detail, as in recording the transactions of a single year. To commence with a brief comparison of the traffic in passengers and goods each year of the series, with that of the preceding year:—

COACHING.

During 1866, no addition was made to the length of line opened for traffic, which remained at 143 miles. There was a decrease of 83,257 in the number of 1st and 2nd class passengers, but an increase of 155 in the number of season ticket holders. The receipts from coaching traffic show a similar decrease of £7,348. On the other hand, the receipts from goods, on all the lines, are in excess of those of 1865; and, with the exception of the Richmond Branch—which has never paid working expenses—there is an increase in the receipts, from all sources, of £2,503. Traffic in passengers and goods, 1866.

In 1867, the Southern line was extended to Sutton Forest, 33 miles, and the Western to the Weatherboard, 28 miles—making a total of 204 miles open. There was a decrease of 51,955 in the number of 1st and 2nd class passengers, with an increase of 299 season tickets. In the receipts, there was an increase of £1,928 on coaching, and £18,609 on goods. Do. 1867.

During 1868, the Western line was extended to Mount Victoria, 15 miles, and the Southern to Marulan, 28 miles—the total length of line now open being 247 miles. As compared with 1867, there was an increase of 98,188 passengers, with a slight decrease of 25 season ticket holders. The receipts from coaching were increased by £11,844, and from goods by £23,443. Do. 1868.

In 1869, the Northern line was extended 31 miles to Musselbrook, the Southern 20 to Goulburn, and the Western 20 to Bowenfels—making a total of 318 miles open for traffic. The number of passengers is still on the increase, the total number carried in 1869 being 45,072 in excess of the previous year. The amount received from coaching advanced from £99,408 in 1868 to £109,427 in 1869, being an increase of £10,019. An increase of 117,599 took place in the tonnage of goods, and of £30,597 in the amount received from that source. Do. 1869.

During 1870, the Western line was extended 14 miles to Rydal, and the Northern 7 miles to Aberdeen—making a total of 339 miles open for traffic. There was an increase of 17,072 in the number of passengers, and of £2,438 in the amount received from that source. The quantity of goods carried was increased by 52,410 tons, and the amount received for the same by £33,740. Do. 1870.

The length of line in 1871 was extended 19 miles, by the opening to Wingen, on the Northern—the total length of line at that period being 358 miles. Although there was a falling off in the number of passengers carried that year, to the extent of 17,645, there was an increase of £14,765 in the amount received for 1st and 2nd class passengers. The same may be said of the Goods Traffic, which decreased in the quantity carried by 24,537 tons, but showed an increase of £36,539 in the amount received therefrom. Do. 1871.

Turning now to other items of coaching traffic; although our statistical records are not so full during 1866, 1867, and 1868, as they were in 1865, and have been since 1869, I have endeavoured to supply the deficiency, from a careful examination of the books at the different stations, and the result will be seen in the comparative statement. Other items of coaching traffic Appendix 26.

There was a considerable decrease in the number of horses carried during 1866 and 1867, a slight increase in 1868 and 1869 over 1867; and a falling off during the two following years. For the whole period, from 1865 to 1871, there was a decrease from 6,198 to 3,860. Horses.

During the same period there is a decrease in the number of carriages from 2,068 to 1,904. Carriages.

There was a falling off in the number of dogs carried during 1866 and 1867, a gradual increase during the next three years, and a decrease in 1871, which, however, is slightly in excess of the number carried in 1865. Dogs.

WORKING EXPENSES.

With the extension of the lines open for traffic, there was a gradual increase in the expense of working. During the six years embraced in this Report, 215 miles were added to the length of our Railways. In some of these years, from damage by floods and other causes, the expense of maintenance has been unusually heavy; but, on the whole, the working expenses were kept as low as was consistent with the comfort and safety of the public, the thorough maintenance of the way and works, and the efficiency of the rolling stock. Thus, comparing the first with the last year of the series, there was an increase in 1871 over 1866—in maintenance from £27,082 to £61,159; in locomotive expenses from £33,420 to £53,957; in carriage and waggon repairs from £7,227 to £10,890; in traffic charges from £35,763 to £57,520; in miscellaneous expenses, from £2,736 to £13,539; or a total increase during the whole period of £90,836. A reference to the abstract will show that there was an annual increase in the total amount for working expenses, from £106,229 in 1866, to £206,003 in 1870, while in 1871 the amount is reduced to £197,065. This may be attributed partly to the reductions that were made in the salaries of 1,141 officers in the Railway Branch, amounting to £16,657 18s. 11d.; and partly to the stricter economy exercised in working our Railways.

The proportion of each £100 of the working expenses, to the different heads of expenditure, as per Schedules, was as under:—

Heads under Schedules.	1866.	1867.	1868.	1869.	1870.	1871.
	£	£	£	£	£	£
Permanent Way	25·52	23·18	20·83	22·95	28·19	31·09
Locomotive	31·51	33·40	30·80	31·92	28·54	27·40
Carriage Repairs	6·80	4·81	5·62	7·90	6·65	5·50
Traffic Charges	33·62	36·09	40·10	33·04	30·18	29·25
Compensation (Injuries) ...	·05	·15	·07	·03	·01	·67
Do. (Loss of Goods) ...	·09	·15	·16	·07	·13	·01
Miscellaneous	2·41	2·22	2·42	4·09	6·30	6·08
Total	100·00	100·00	100·00	100·00	100·00	100·00

It will thus be seen that while the number of passengers varied considerably, the gross receipts from coaching traffic from the first to the last year of the period increased £36,511. The advance in every species of goods traffic is still more satisfactory, showing an increase of 325,279 in tonnage, and £152,779 in receipts. The gross earnings from all sources have more than doubled since 1865; and, as a proof of the economical working of our Railways, and an inducement to extend them further into the interior, it will be seen that the net earnings have increased with each extension of the lines, from £57,106 in 1865, to £158,257 in 1871.

CAUSES OF VARIATION IN TRAFFIC.

In searching for the cause of the variation in the movement of the traffic on our Railways, and the marked decrease in the number of passengers during 1866, 1867, and 1868, it may be remembered that 1866 was a year of gigantic failures in the Mother Country. The stoppage of Overend, Gurney, & Co., of Peto, Brassey, & Betts, the Imperial Mercantile Credit Association, the Agra Bank, and other large establishments, created a panic in the money market, which soon extended to this Colony, resulting in mercantile depression, the fall in the price of wool, and all Government securities. Our debentures were almost unsaleable, except at a ruinous discount; and the public works of the Colony had partially to be stopped, from the difficulty which the Government experienced in meeting the claims of contractors.

But, in addition to financial difficulties, the Colony had to pass through a succession of droughts and floods, unprecedented in their duration and disastrous results; as will appear from the appended meteorological observations during the six years ending in 1871, for which I am indebted to Mr. Russell, Government Astronomer.

1866 a year of drought.

The year 1866 was a period of drought in most parts of the Colony, especially during the months of August, September, and October, when rain is most wanted by the farmer. The total rainfall during these three months was only 1·764 inches at Windsor, and 1·820 inches at Dalwood.

1867 destructive floods.

During 1867, the drought continued till March, when it broke up and rain began to fall, and continued with little intermission till June, when disastrous floods occurred in the Hunter, Hawkesbury, Murrumbidgee, and other rivers. The flood in the Hunter that year was as high as the memorable one of 1857; and in the Hawkesbury it was 17 feet above the great flood of 1864, or 64 feet above the ordinary river level. Much damage was done, and many farmers and settlers were entirely ruined. In the Murrumbidgee the flood of 1867 had not been equalled since that of 1844. These destructive floods were followed by a severe drought, which, with the exception of some showers in September, lasted from the beginning of August to the close of the year. The total rainfall for August, October, November, and December, was only 2·240 inches at Sydney (or less than often falls in one day), 1·357 inches at Windsor, and 3·850 inches at Dalwood.

1868 and 1869, average rainfall.

During 1868, if we except March and April, which were dry months, the rainfall was about the average.

The same may be said of the year 1869. With the exception of three days of heavy rain in February, the rainfall was pretty evenly distributed.

1870 disastrous floods.

The year 1870 was one of excessive rain and general floods. The Hawkesbury was flooded several times, and the Hunter seven times during the year. In March, the rainfall was greater than it had been in the same month for eleven years; floods were general over the Colony during this month, and again in November. At Moulamein the river was higher than at any previous flood. At Windsor the river rose 26 feet, and caused great destruction of property. At Kempsey, on the Clarence, Bellinger, Nambuckra, and Little Rivers, disastrous floods occurred; and in December, the Hunter and Hawkesbury Rivers were once more in flood.

1871 favourable for agriculture.

During 1871, with the exception of some moderate floods in April and May, the rain was about the average, light and remarkably favourable for agriculture.

Appendix 36.

A table of the monthly rainfall at Sydney, Windsor, Newcastle, and Dalwood, from 1866 to 1871, will be found in the Appendix.

COAL TRAFFIC.

Coal traffic on Northern Railway.

The coal trade at Newcastle, which contributes so largely to the revenue of the Great Northern Railway, is worthy of special notice. The importance of this item of traffic will appear from the following statement of the tonnage and receipts from 1866 to 1871, inclusively:—

Year.	Tonnage.	Receipts.
		£ s. d.
1866	384,019	18,112 1 10
1867	396,069	19,830 15 10
1868	454,439	21,264 1 4
1869	541,132	24,848 9 2
1870	565,855	26,073 8 6
1871	547,331	24,951 16 3
Total	2,888,845	135,080 12 11

Full particulars of the quantity supplied by the different Collieries will be found in the Appendix. Appendix 27 and 28.

From these statements it will be seen, that there was a considerable increase in the quantity of coal carried and the amount received each year to the end of 1870. During the following year there was a falling off to the extent of 18,524 tons, and £1,121 12s. 3d. in revenue. This falling off cannot be traced to local causes. There were no strikes during 1871; and we must look for the cause to the general depression and low freights that prevailed. The decrease may also be partially due to the trade having been overdone during 1869, when there was an unusual rush of large vessels to the port. The effect of this was to glut the foreign markets with coal, and reduce the freights, and ultimately to diminish the number and size of the shipping in the harbour of Newcastle. Increase from 1866 to 1870.
Decrease in 1871.
Cause of decrease

The quantity carried by Railway forms only a portion of the coal trade of Newcastle. A large quantity is shipped at the private shoots of the A. A. Company, and the Waratah Company; and a considerable portion is used for household and locomotive purposes. An approximate idea of the tonnage shipped from private shoots may be obtained by deducting the quantity carried by rail from that in the Custom House Returns. Thus— Coal shipped at private shoots.

Year.	Custom House Returns.	Railway Return.	Sent from Private Shoots.
	Tons.	Tons.	Tons.
1866	645,615	384,019	261,596
1867	592,033	396,069	195,964
1868	687,120	454,439	232,681
1869	705,488	541,132	164,356
1870	692,099	565,855	126,244
1871	670,892	547,331	123,561
Total	3,993,247	2,888,845	1,104,402

A comparison of these figures will show that the yearly increase to 1870, indicated by the Railway Returns, is not sustained by the Customs Returns, which show a decrease from 1866 to 1867, and from 1869 to 1871. The falling off in the shipment from private shoots between 1868 and 1870, and the proportionate increase in the Railway Returns, are due to the Hexham and Burwood shoots having ceased operations in 1868.

During the six years embraced in this Report, twelve collieries have been at work in the District of Newcastle. Collieries at work.

The *Australian Agricultural Company*, the *Lambton*, and the *Wallsend* have been in full operation during the whole period. A. A. Company.
Lambton.
Wallsend.

The *Minmi* mines were at work till 1868, when they ceased shipping from their drop-ship at Newcastle, and their shoots at Hexham. They continued sending small quantities by rail till 1869, when the pit was flooded and all operations stopped.

Anvil Creek colliery has been doing a small business in cannel coal, used principally for household purposes. Anvil Creek.

Waratah has been steadily at work during the six years, with the exception of eleven weeks in 1870, when their miners were out on strike. Waratah.

- Woodford.** The *Woodford* colliery was closed in 1865, and again opened in 1870, when it continued a small trade till the close of 1871, when it was abandoned.
- Hartley Vale.** *Hartley Vale* was opened by Messrs. Brown, but abandoned in 1867.
- New Lambton.** *New Lambton*, 5 miles from Newcastle, and connected with the Northern line at Waratah junction, 3 miles from the port, was opened in January 1868, and has done a steady business since.
- Co-operative.** The *Co-operative* in 1868 passed into the hands of W. Laidley & Co., who started it afresh in June 1869, since which time it has done a large and increasing business.
- Stony Creek.** *Stony Creek*, 22 miles from Newcastle, and not connected with the Northern Railway, has sent no coal by rail since 1866, its coal being used for local and household purposes in Maitland and the vicinity.
- Burwood.** *Burwood*, $4\frac{3}{4}$ miles from Newcastle, and connected with the Northern line $\frac{3}{4}$ of a mile from the port, was formerly known as the Coal and Copper Company. They continued to ship from their own shoots at Newcastle, till the ground was resumed by the Government, for the purpose of erecting the new coal staiths. They then made a junction with the Great Northern Railway, and commenced shipping at the cranes about December 1869, and continued sending small quantities by rail till the end of 1871.
- Minimum price of coal.** Up to June 1868, by mutual agreement, the minimum price of coal at all the Collieries was 10s. per ton. In July of that year the agreement was broken, and the price fell to 8s., and remained so till December 1871, when it was reduced to 7s. 6d. and 6s. 9d. per ton, at some of the Collieries.

FACILITIES FOR SHIPPING.

- Steam cranes.** The bulk of the coal is shipped from the Queen's Wharf, which extends 2,330 feet along the southern side of the harbour. On this wharf, at the end of 1865, seven steam cranes had been erected. In July 1869, the eighth crane was added to the list. This crane was erected principally for the use of steam colliers, which have a preference over sailing-vessels. Many complaints have been made of the injustice of this preference; but as the money was voted on the Supplementary Estimates for 1867 "for the erection of a Steam Crane for specific accommodation of Steam Colliers at Newcastle," nothing, I fear, short of an Act of Parliament can alter the conditions on which this crane was erected. These cranes are capable of shipping 4,000 tons per day.
- Coal staiths.** In addition to the cranes, new coal staiths have been erected on the site of the old Burwood shoots, at a cost of £30,000. They commenced work in December 1870, and in December following were let to a contractor, who agreed to ship at $\frac{3}{4}$ d. per ton less than is charged at the steam cranes. These staiths are capable of shipping from 2,000 to 3,000 tons per day; and though the facilities for shipment are now equal to the demand, preparations are in progress for increasing the extent of siding accommodation for the growing requirements of the traffic.
- Charge for haulage and shipping.** The coal is shipped for the various Companies by the Government, one charge being made for haulage and shipping. The rates are regulated by the distance from Newcastle, but the minimum rate charged is 10d. per ton.

- Appendix 4.** In the Appendix will be found a copy of the Regulations for the Steam Cranes, dated 29 October 1869, which came into operation on 1st January 1870.

TRIAL SURVEYS.

During the progress of the works on the extensions to Goulburn, Bathurst, and Murrurundi, different survey parties have been in the field, exploring the country and making trial surveys and sections, for the further extension of these lines. In August 1867, the Engineer-in-Chief reports the progress that had been made in these surveys for the extension of the Great Southern Line from Goulburn towards the Murrumbidgee. The report is accompanied with plans and sections, and a general description of the route from Goulburn to Murrumburrah. The elevation of the line at different points is given, and the cost is estimated at £10,000 per mile.

Trial surveys of extensions.

Appendix 6.
(A.)
Progress of surveys to the Murrumbidgee.

As an inducement to continue the survey, and to push on the construction of the Southern line to the Murray, Mr. Whitton, in July 1869, draws attention to the proposal of the Victorian Government to make a Railway from Melbourne to Albury. The distance from Goulburn is 230 miles, and the country presents no engineering difficulties. The cost is estimated at 2½ millions; and if sufficient labour could be found the work might be finished, he thinks, in five years, and would open up one of the finest districts in the Colony for the settlement of a large agricultural population.

Appendix 6.
(B.)
Extension of Southern line to Albury recommended.

In May 1870, a staff of surveyors was appointed to prepare improved trial sections of the proposed extensions. Since the plans and sections of the line from Goulburn to Yass were submitted to Parliament, in the Session of 1867-8, deviations have been made which will shorten the distance from three to four miles.

Deviations in line to Yass.

As far as the survey was then completed, the general route of the Southern line proceeded from Goulburn, *via* Bredalbane Plains, Gunning, and the Old Gap Range, to Yass. No engineering difficulties are met with on this length, and the whole distance is reckoned at fifty-four miles.

Appendix 6.
(C.)
Proposed route from Goulburn to Yass.

On the Northern line, the country was explored in two directions: the one from Murrurundi, *via* Wallabadah and Goonoo Goonoo; the other *via* Quirindi, Curra-bubula, &c., to Tamworth, the latter being considered the preferable route. The country is not difficult, and the distance is estimated at about fifty-six miles.

From Murrurundi to Tamworth.

The Western line was surveyed from Bathurst to Orange, *via* Grantham, Galbraith, Blaney, Guyong, and Shadforth. No engineering difficulties occur, and the length of the line will be about forty-six miles.

From Bathurst to Orange.

It is anticipated that the average cost of all these extensions will not exceed the former estimate of £10,000 per mile.

Estimated cost per mile, £10,000.

But from the appended reports of the Engineer-in-Chief it will be seen that, in order to meet the general desire for cheap Railways, the cost per mile may be considerably lessened, without altering the present gauge, by reductions in the width of formation, the weight of the rails, the quality of the sleepers, and by using timber instead of masonry in the construction of bridges and culverts. With such alterations, he believes that a good Railway for locomotive purposes, with 4 ft. 8½ in. gauge, might be constructed for £7,000 per mile.

Appendix 6.
(D. F. G.)
Reduction of cost per mile to £7,000.

On 4th August 1870, Mr. Whitton, by the instructions of Mr. Secretary Sutherland, directed the Assistant Engineer in the Railway Branch to make arrangements for taking charge of the trial surveys between Wagga Wagga and Albury. Full instructions were issued to him to explore the country, and determine the best line to be surveyed and levelled. Having examined this portion of the line, he was to connect it, at the most convenient point, with the former trial surveys from Goulburn to the Murrumbidgee, and examine the country as far north as Yass, with a view to improving the section.

Appendix 6.
(E.)
Survey from Wagga Wagga to Albury.

Trial surveys
stopped.
Appendix 6.
(E.)

But a change of Government took place on 16th December of that year; and on the 23rd, Mr. Secretary Byrnes decided that it was unnecessary to continue this survey; and the Engineer-in-Chief was instructed to withdraw the whole staff from this work at once. Accordingly, the whole of the surveyors received notice that their services would not be required after 31st January 1871. This put a stop to the trial surveys for a time, and dispersed a valuable staff of trained officers.

Appendix 6.
(H.)
Detailed
estimates of
cost of lines to
Yass, Orange,
and Tamworth.

But while the surveyors were out in the cold, the Engineer-in-Chief was enabled, from the progress that had been made in the surveys, to submit, on 8 February 1871, a detailed estimate of the cost of the lines to Yass and to Orange, and an approximate estimate of the cost of the extension to Tamworth. A careful description of the route to be followed from Goulburn to Yass, and from Bathurst to Orange, is given, and a table of mileage, gradients, and elevations is appended.

Cost per mile
further reduced.

After taking out the quantities of all the works, the average cost per mile is estimated at £6,786 5s. 4d. on the extension to Yass, and £6,915 19s. 4d. on that to Orange; and though the surveyors on the line to Tamworth were removed before the revised surveys were completed, sufficient was done to justify the belief that the cost per mile on the Northern would not be higher than on the Southern and Western extensions.

Survey party
re-appointed.

In November 1871, the survey party which had been disbanded in December 1870, was re-appointed by Mr. Byrnes, on the understanding that they were to be employed exclusively on the Southern line till the completion of the survey to Yass.

Appendix 6.
(I.)
(K.)
Cost per mile
further reduced.

In January last, the Engineer-in-Chief revised and reduced his estimate of the proposed extensions; and on 19th June considers that, by a still further reduction in the quality of the works, inferior lines might be constructed from Goulburn to Yass at £5,397 per mile, from Bathurst to Orange at £5,743 6s. 8d. per mile, and from Murrurundi to Tamworth at £5,500 per mile. But though these would be perfectly safe at a speed of twenty miles an hour, he strongly recommends that the Southern line—which will ultimately be the through line to Melbourne, when speed will be an element of importance—should be extended to Albury as a first class line, at £7,000 per mile.

Southern exten-
sion to Albury
should be a
first class line.

Appendix 6.
(M.)
State of the trial
surveys at the
close of 1871.

On the 1st July last, by the direction of Mr. Sutherland, who had resumed the office of Secretary for Works, I requested the Engineer-in-Chief to state what progress had been made in the trial surveys, and his report of 8 July shows their position at the close of 1871.

From Goulburn
to Yass.

From Goulburn to Yass working surveys had been made, and the line staked out.

Beyond Yass.

Beyond Yass, rough trial surveys had been taken to Narrandera on the Murrumbidgee; but surveys should be made to Albury *via* Wagga Wagga. It might be sufficient at present to construct a line to Wagga, and connect it with the Murrumbidgee; but as the Railway will ultimately be extended to Albury, it would be advisable so to construct this portion of the line that no difficulty might hereafter be experienced in crossing the river, and that valuable property in Wagga might as much as possible be avoided.

From Bathurst
to Orange.

From Bathurst to Orange trial surveys had been made, and the line pretty nearly determined.

From Murrurundi
to Tamworth.

From Murrurundi to Tamworth trial surveys had also been taken; but as the portion of this line which crosses the Liverpool Range would, if constructed over the line now levelled, be very expensive, additional trial sections are considered necessary before any line can be adopted.

Best route of
Southern line
to Albury.

Mr. Whitton is of opinion that the Southern line, after leaving Yass, should proceed towards Albury, in the direction of Bowning, Binalong, Murrumburrah, Cootamundry, Junee, and Wagga Wagga.

On 15th July last, Mr. Sutherland approved of Surveyors being sent to the South and the North, for the purpose of finally determining the best line for extensions in these districts. From that date, accordingly, appointments have been made as fast as experienced surveyors could be found for the purpose.

Appointment of Surveyors for South and North Districts.

Throughout these reports, the Engineer-in-Chief gives what I consider satisfactory reasons for preferring the present gauge of 4 ft. 8½ in. to the proposed one of 3 ft. 6 in.; as the slight saving in the original cost of the latter is not sufficient to justify a break of gauge, with all its attendant inconveniences. In corroboration of these views, I have appended a copy of the able report of Mr. Guilford L. Molesworth, Director General of the Ceylon Railway, upon the Festiniog Railway System, which is dated 24 March, 1871, and is well worthy of perusal by the advocates of cheap Railways and narrow gauges.

Inconvenience of break of gauge.

Appendix 6. (L.)

Festiniog Railway.

SUPPLY OF RAILWAY MATERIALS.

In Table 18 will be found a Return in detail of all permanent-way and other Railway materials imported from England from 1866 to 1871 inclusive. But, as doubts have been entertained as to the quality of the materials supplied, and insinuations made as to the excessive price paid for them, I consider it my duty, for the satisfaction of the public, who contribute the cash, to dissipate these doubts if possible, and show the *bonâ fides* of the transactions in the supply of stock and stores from the Mother Country.

Appendix 18.

Doubts as to quality and price of materials from England.

In my first Report, I referred to certain rumours that were in circulation to the effect that the Government had been defrauded in the price paid for Railway iron imported from Home. In consequence of these rumours, Mr. Holroyd, Secretary for Works, on 21 November 1864, instructed Captain Mayne, who had recently been appointed Agent for the Colony, to proceed, on his arrival in England, to investigate into and report upon all the circumstances connected with these purchases, and the actual value of the rails and chairs so purchased. I appended a copy of the correspondence on the subject, and of the report of Captain Mayne, in which he considers it to be beyond doubt that, in the purchase of permanent-way materials, the Colony had been zealously, faithfully, and efficiently served, and had not been charged for the materials supplied prices in excess of the fair current rates of the period.

Colonial Agent instructed to investigate and report.

Agent reports that Government had not been charged more than current rates.

This appeared a satisfactory explanation at the time; but in 1870, the subject was revived by certain allegations made before the Select Committee of the Legislative Assembly on "Railway Extension," which led the Committee to "believe that the Colony had been for years largely and constantly defrauded to an enormous extent in the article of rails." The matter was again referred for the investigation and report of the Agent-General; and I feel persuaded that a perusal of the appended correspondence between the Colonial Agent-General, the Consulting Engineer, and the English contractors who supplied the rails and engines, will leave the same impression on every unprejudiced mind, as the investigation left on the mind of Captain Mayne,—that the supervision at the works during the execution of the contracts was closely and constantly directed to the faithful carrying out of the specifications, that the application of proper tests was full and repeated, and that no undue leaning whatever was shown towards the contractors.

Fresh allegations of *mala fides* in supply of rails.

Referred to Colonial Agent for report.

Appendix 7. (A, B, C, D, E.)

Agent reports that specifications had been faithfully carried out and proper tests applied.

Captain Mayne thus concludes his report:—"I should be wanting in mere justice to Mr. Fowler, did I not, in forwarding his explanation, emphatically state my absolute conviction that in no case coming within the range of his duties as Consulting Engineer, have the interests of the Colony been otherwise than jealously and faithfully guarded by him. That this should be so, the Colony had full right to expect; that it has been so, Mr. Fowler's unblemished reputation, his high character, and his professional position, all guarantee."

Captain Mayne's opinion of the Consulting Engineer.

To show the care bestowed by the Inspecting Engineer in the proper rolling of the rails, I have appended a copy of the Instructions issued to the Rail Inspector, and of his report on the nature of the tests applied.

Appendix 7.

Report of Rail Inspector.

IMPROVED METHOD OF CHECK.

The importance of an efficient check on Railway revenue.

As the importance of establishing an efficient check on our Railway receipts, which now form a considerable item in the general Revenue of the Colony, and are annually on the increase, cannot be over-estimated, it may be proper to allude briefly to the steps that have been taken for this purpose during the period embraced in this Report.

Appointment of Accountant from outside the Civil Service.

After the discovery of Eastwood's defalcations in 1867, and the retirement of Mr. Walker—a zealous and trustworthy officer—from the situation of Accountant, the experiment was tried of appointing to that office a stranger, who had not formerly been connected with the Public Service, to teach the Civil Servants how to keep their accounts, and to establish such a system of check as would effectually prevent defalcation. The experiment was unfortunate in both respects. The remedy proved worse than the disease. Instead of improving the system of book-keeping then in existence, he introduced one so complicated, that it was soon condemned and abandoned; and in place of instituting an efficient check on the mal-practices of others, he himself set the example of tampering with the public funds; but he was checkmated by the officers over whose heads he had been appointed, and was ultimately dismissed from the Service, and prosecuted as a defaulter.

The new Accountant becomes a defaulter.

Methods adopted for establishing an efficient check.

When the present Secretary for Works assumed the duties of Commissioner for Railways, he found that there was no effective check on the Accountant's proceedings, and took immediate steps to remedy the defect. On 9 December 1868, the Audit Clerk was appointed Traffic Auditor, and a code of instructions was issued for his guidance, empowering him, *inter alia*, to audit and examine the traffic returns, and communicate directly with the Commissioner.

Audit Clerk appointed Traffic Auditor.

Store Branch re-organized.

The Store Branch, which was also found in a very unsatisfactory state, from the carelessness or incapacity of the Storekeeper, was re-organized; the officer in charge was removed and disgraced; an active and intelligent officer was appointed in his place; and the stores were placed under the surveillance of the Traffic Auditor.

Impracticable subdivision and complication of accounts abandoned.

The Engineer-in-Chief having reported that the subdivision of the Working Expenses introduced by Ashdown was unnecessary and impracticable, and that he was unable, after repeated applications, to obtain a statement of the balances at the credit of the various Votes, instructions were issued, on 5 March 1870, for the abandonment of this impracticable subdivision, and a return to the simpler system.

Board appointed to inquire into mode of keeping accounts, &c.

C. Rolleston (Auditor-General); J. Thomson (Inspector of Public Accounts); W. H. Mackenzie, Accountant.

On the discovery of Ashdown's defalcations, a Board, consisting of the gentlemen named in the margin, was appointed, on 31 March 1870, to inquire into the previous and present mode of keeping the Railway Accounts, &c. In their report of 13th May of the same year, the Board made sundry valuable suggestions as to the books to be kept by the Accountant, the administration of the Store and the Traffic Auditor's branches, and the appropriation and misappropriation of Votes of Parliament. Many of these suggestions were adopted, with great advantage to the department.

They disapprove of the system introduced by Ashdown.

With reference to the complicated system adopted by Ashdown, the Board remark that they have been "unable to discover that the objects contemplated by his appointment had been attained; on the contrary, the system originally inaugurated by Mr. Rae, and carried on by Mr. Walker, appears not only not to have been improved upon, but rather to have been encumbered with unnecessary and impracticable subdivisions of the Working Expenses; whilst the most important object connected with book-keeping, namely, the being able to show at any moment the exact state of the accounts, both on the revenue and expenditure side, would seem to have been almost disregarded."

And approve of present system of distributing the Working Expenses.

Again, referring with satisfaction to the abandonment of this subdivision, the Board express their opinion that "no ingenuity and no amount of labour could have secured accuracy in accounts kept upon this plan, and they approve of the system upon which the Working Expenses are now distributed."

With respect to the Store Branch, "the Board have reason to think that the supervision of the Traffic Auditor which has lately been established will effect a very beneficial change in the management of this apparently much neglected department." And subsequent experience has proved that the anticipations of the Board have been fully realised.

Beneficial changes introduced into the Store Branch.

With reference to the organization of the Traffic Audit Branch, the Board "are glad to be able to notice with commendation the efforts of the Traffic Auditor to introduce an effective check upon the Revenue. As regards the traffic receipts, the system which has been established by him seems to be of the most thorough kind; but hitherto he has exercised no check upon the miscellaneous receipts of the department. This defect has recently been cured by the amended Instructions to the Traffic Auditor issued on the 8th ultimo."

The check now in force, they consider of the most thorough kind.

A copy of these amended Instructions will be found in the Appendix.

Appendix 5.

It thus appears that the steps taken by the Commissioner for establishing a thorough check on the Revenue, and for improving the working of the Store Department, were all approved by the Board, the members of which are so eminently qualified to form an opinion on the subject; and although, judging from our experience of mercantile, banking, and other similar establishments, it may be doubted whether any check that ever has been, or ever will be instituted, can effectually prevent defalcation, I feel satisfied that the method now established in the Railway Branch, as detailed in the amended Instructions to the Traffic Auditor, is as perfect as can be devised.

All the steps taken by the Commissioner approved by the Board.

TARIFF.

One of the most difficult problems to be solved in Railway economy is the proper charge to be made for the transport of goods and passengers.

Difficulty of fixing Railway rates.

If our Railways are expected to be self-supporting, such a scale of charges should be adopted, as would make the net earnings equal to the interest paid by the Government on the capital invested on lines open for traffic; but if regarded from another point of view, as an extension of the Main Roads of the Colony, the value of our Railways will be measured, not by the actual cash receipts, but by the indirect benefits which they confer on the community, by opening up new lines of communication with the interior, and thus developing the resources of the Country. To the latter view of the case it may reasonably be objected that, as our Railways are constructed from funds which form a part of the Public Debt of the Colony, and only a small proportion of the people are directly benefited by them, those who use them should alone be called upon to pay the interest, without expecting the Coast Districts and others that derive no direct benefit to contribute any portion of the expense.

Railways regarded as self-supporting, or as extensions of the Main Roads.

Those who use the Railways should pay for them.

These views appear to have received due consideration from the Government, in their endeavours to establish a proper classification of goods, and a fair scale of charges. The object has been to make the rates sufficiently low to induce traffic to leave the road for the Railway, where the lines run parallel; and yet sufficiently high to pay working expenses, and give a fair return on the capital. It would, no doubt, be extremely desirable, that the rates once fixed should remain immovably so; but such a Utopian result can hardly be realized on any Railways; and least of all on those of young Countries like Australia, where the changes in the value of goods and produce are so rapid and spasmodic. A proper scale of rates cannot be fixed by empirical rules, nor even by comparison with those of older and more settled communities, where the circumstances are so dissimilar: it can be arrived at only by the slow process of practical experience, derived from watching the changes in the value and movement of the traffic from time to time in our own, and the neighbouring Colonies. Many attempts have been made since the opening of our Railways to fix a fair and equitable scale. From December 1858, to December 1871—a period of thirteen years—no fewer than seventeen rate sheets have been issued; and, for the information of the public, and for reference as a useful official record, I have had an elaborate abstract of these sheets prepared and appended, showing at a glance the charges that have been made for every species of traffic during the period.

Endeavours of Government to establish a fair scale of rates.

Rates not fixed by empirical rules, but by experience.

In thirteen years seventeen rate sheets issued.

Appendix 29, 30.

Comparison of rates in New South Wales and neighbouring Colonies. Appendix 31.

For the sake of comparison, I have also appended a statement of the classification, and the rates charged for goods and passengers in New South Wales, and in the neighbouring Colonies of Queensland, South Australia, and Victoria, during the year 1871. From the difference of classification in the different Colonies, and even in the same Colony at different periods, it was found impossible to condense this statement, so as to show at one view the comparative rates charged for each species of goods. The shortest and simplest method that could be devised, was to give an alphabetical list of the articles of transport, and show in adjoining columns, as correctly as possible, from an examination of their rate sheets, the classification and the charges made for each article, for a fixed distance, in each of the Colonies.

Rates in New South Wales less than in neighbouring Colonies. Appendix 31.

It will be found on the whole, that the rates on our Railways are considerably lower than those of the sister Colonies; but to ascertain the comparative amount charged for individual objects of traffic, reference must be had to the alphabetical statement in the Appendix.

Passenger rates similar in all the Colonies.

There is not the same difficulty in comparing the passenger fares during 1871. In each Colony the rates may be stated generally, as 3d. per mile for first-class, and 2d. per mile for second-class passengers; but on our Railways there is a species of sliding scale, the rate of 3d. and 2d. for level lines being slightly reduced on the suburban, and slightly increased on the mountain lines.

Reductions in rates not beneficial to revenue.

We often hear it asserted, that our Railway rates are too high, and that a reduction in the charges would prove beneficial to the Revenue; but the test of experiment shows a different result. It has been found that reductions in charges have generally been followed by an increase of business, but a falling off in returns. Frequent applications are made to lower the rates for certain classes of goods, as an encouragement and protection to native industries; but to show how unreasonable such applications are, we have only to contrast the time occupied in transit, and the charges made for the carriage of goods and passengers on the road and on the Railway, at different periods. As time in commercial transactions is equivalent to money, it follows that a diminution in the time of transit must form an element in the comparison, as it is equivalent to a reduction in the cost of carriage. Assuming the Western line to be open to Bathurst, the average rate per ton for the carriage of goods on our Railways, during 1871, would be as under:—

Comparison of rates by road and by Railway

Average rate per ton for goods on New South Wales Railways.

Class.	Sydney to Goulburn—134 miles.	Sydney to Bathurst—145 miles.	Newcastle to Murrurundi—120 miles.
	£ s. d.	£ s. d.	£ s. d.
A	0 17 11	0 19 3	0 16 2
B	1 6 4	1 8 4	1 3 8
C	1 9 7	1 11 10	1 6 8
D	1 12 9	1 15 5	1 9 7
1	2 5 8	2 9 4	2 1 0
2	2 16 7	3 1 2	2 10 9
3	3 18 5	4 4 10	3 10 3
4	5 1 3	5 9 6	4 10 9
	19 8 6	20 19 8	17 8 10
Average ...	2 8 7	2 12 5	2 3 7

Now what was the average rate per ton for the carriage of goods for the same distance when bullock-drays were the only means of conveyance? To borrow from an authentic source, I find in the Report of the Commissioner for Roads, dated 31 March 1865, a schedule of the rates charged per ton for the carriage of goods by the road, and the time occupied in transit, for the years 1857 and 1864, from which I have been enabled to construct the following comparative statement:—

	1857. By Road.		1864. By Road.		1871. By Railway.		Average rate per ton for carriage of goods by road and by Railway.
	Days average.	£ ton average.	Days average.	£ ton average.	Hours average.	£ ton average.	
		£ s. d.		£ s. d.		£ s. d.	
From Sydney to—							
Goulburn	17½	12 5 0	7½	3 15 0	14	2 8 7	
Bathurst	23½	15 10 0	11	6 10 0	16	2 12 5	
From Newcastle to—							
Murrurundi	21	9 0 0	8	6 10 0	10	2 3 7	

Can anything demonstrate more clearly than this the advantage of good roads, and the superiority of the Railway to any other means of transport? It will be seen that the great improvements that had been effected in our main thoroughfares from 1857 to 1864 shortened the time of transit from 17½ to 7½ days in the journey of 134 miles from Sydney to Goulburn, and reduced the rate per ton from £12 5s. to £3 15s. But when the road is superseded by the Railway, in 1871, the time of transit is reduced from 7½ days to 14 hours, including stoppages, and the rate per ton from £3 15s. to £2 8s. 7d. on the Southern, and from £6 10s. to £2 12s. 5d. and £2 3s. 7d. on the Western and Northern lines respectively.

In his "Reminiscences of a Thirty Years' Residence in New South Wales and Victoria," Mr. Justice Therry, in the 7th chapter, gives a graphic and amusing, but somewhat wordy, account of the difficulties and dangers that had to be encountered by travellers on our roads before the era of Railways. After describing an exciting ordeal he had to undergo on his way to the Bathurst Circuit, when, at a lonely spot on the mountains, he was "bailed up" by armed bushrangers, and robbed of everything worth taking; he adds another Circuit incident, belonging to a later period, which happened to himself and the Sheriff—not from an encounter with bushrangers, but from the execrable state of the roads. "We were obliged," he states, "to descend from our carriage, and walk for two miles, or rather crawl, along a four-railed fence, in a bent posture, placing our feet on the second rail from the ground, and holding on as best we could by the top-rail, shifting our feet and hands, with far greater pain in the operation than if we had been for the same time stuck in the stocks, while we ran the risk of being involved in a charge of manslaughter, by directing our coachman, at the imminent peril of his life, to follow with the carriage, as he and the horses were plunging in the water, sometimes almost out of view altogether, in wading through the deep waterholes that intersected the roads.

"On another occasion, in returning from the Bathurst Circuit, we arrived at the foot of the steep ascent of Mount Victoria, on the Bathurst Road. The horses could not ascend it, and as night came on, and we were arranging to spend it as best we might in the open bush, and bide the pelting of a pitiless storm of hail, fortunately a dray drawn by twelve bullocks passing by came to our rescue, and, for a consideration, the bullock-drivers took the bullocks from the dray and yoked them to the carriage, so that with the aid of twelve bullocks and four horses we succeeded in extricating ourselves from our perilous position. With difficulty the team took the carriage—a light one—to the top of the hill, within sight of a human habitation. Such were the luxuries of travel in bygone days; but the Railway now speeds the traveller along these roads, and adventures such as these belong only to history."

In passenger fares, the comparison is equally in favour of Railways as the cheaper mode of conveyance, even at first class rates; though second class rates might fairly be assumed, as second class carriages are superior in accommodation to stage coaches. In 1866, the lines being open to Picton, Penrith, and Singleton, I have calculated the distances from those termini; and comparing the time of transit and the rates by both modes of conveyance, the result may be thus tabulated:—

Passenger rate per mile by road and by Railway.	Stage coach.				Railway.		
	Distance in miles.	Time of transit.	Fare.	Per mile.	Time of transit.	1st Class per mile.	2nd Class per mile.
Picton to Goulburn ...	75	Hours. 13½	s. 50	d. 8	Hours. 3:49	d. 3½	d. 2½
Penrith to Bathurst ...	88	19¼	50	6¾	6:37	3½	2½
Singleton to Murrurundi ...	67	12¼	25	4½	3:5	3½	2½

Reduction in rate not the only saving by travellers by Railway.

It will thus be seen that on the Southern line the rate per mile for passengers by stage coach is more than thrice the amount of second class Railway fares, and twice the amount of first class. On the Western and Northern lines the difference is not so great; but it is quite sufficient to show that the Railway is incomparably the better and the cheaper mode of conveyance. Here again, however, the actual reduction in the charge by Railway is only a portion of the saving; for, not to mention the reduction in the time of transit, and the privilege which stage coach passengers enjoyed of walking a considerable portion of the distance, over the worst portions of the road, in the worst possible weather, and the cost of refreshments on the way; it must be remembered that Railway travellers have the option of returning within a week, and paying only a fare and a half for the double journey. And yet, with these facts before us, we occasionally hear it stated that the Railway rates are excessive, and ought to be reduced.

NUMBER OF TRAINS.

No. of trains for suburban traffic.

For the profitable working of our Railways, the proper number of trains to be run is a matter of considerable importance. The number employed for suburban traffic may appear disproportionately large; but it must be remembered that this is a peculiar traffic, and that the short trains are required to be numerous, not only to suit the rapid movement of the population which is induced to settle in the suburbs, from the facilities afforded of easy and frequent intercourse with the capital; but also to meet the opposition from steamboats and omnibuses, which land their passengers in the city,—an opposition which will continue as long as the Railway Terminus is at Redfern, and will never, I fear, be successfully resisted, till the Metropolitan Station is erected in Sydney, on the site of the Supreme Court, as recommended by the Engineer-in-Chief, or on some equally suitable site in the heart of the city.

Metropolitan Station should be erected in Sydney.

Suburban Trains might run each hour.

Instead of the number of suburban trains being reduced, I believe it would give great satisfaction and accommodation to the public, and not be attended with much additional expense to the Department, to run one Up and one Down Suburban Train, each hour during the day. This might be done with the same number of engines as are now employed; but a smaller description of engine on the Tank principle, with six coupled wheels, would be better suited for this service; and I would recommend that six engines of this character be procured without delay.

One up and one down train daily sufficient for through traffic.

With reference to the through traffic, I stated in my Report for 1865, that I considered one up and one down passenger train daily would be amply sufficient for all our requirements. I am of the same opinion still; but in consequence of the objections raised by the postal authorities to any interference with the existing arrangements for the receipt and despatch of the mails, we are still running one train more than we require for Railway purposes, at a loss to our Revenue of many thousands per annum, and putting the public to the inconvenience of having a day train only thrice a week, instead of daily.

Objection of postal authorities to dispense with night train.

Correspondence on subject of mail train.

The subject was submitted for the consideration of the Cabinet on 24th of January 1870; and on the 16th of the following month was brought under the notice of the Postmaster-General, by a letter from the Commissioner for Railways, urging the discontinuance of the 5 o'clock p.m. train, and the substitution of a mail train to leave Sydney daily from 7 to 9 a.m., and to arrive in Sydney from 6 to 8 or 9 in the evening.

I append copies of this minute and letter, and of the reply of the Postmaster-General, of date 23rd February 1870, giving his reasons why the present postal arrangements cannot be interfered with.

Appendix 8.
(A, B, C.)

It is for the Government to determine whether these reasons are sufficient; but I feel confident that the discontinuance of the night mail trains to Goulburn and Bathurst, and the substitution of a daily train for passengers and mails, to start at such hours as would enable the journey both ways to be performed by daylight, instead of being objected to, would be hailed as a boon by the public who have experienced the discomfort and misery of night travelling; that it would effect a large saving in the working expenses of the Railway; and that, with the facilities we possess of rapid communication by cheap telegrams, no inconvenience could be felt from the trifling alterations proposed in the receipt and delivery of mails.

Discontinuance of night train would be hailed as a boon.

Another inducement for adopting the day train is, that it would contribute not only to the comfort, but to the safety of the passengers. The last of the rules given by Dr. Lardner, in his work on Railway Economy, for avoiding accidents, is as follows:—
“When you can choose your time, travel by day rather than by night; and if not urgently pressed, do not travel in foggy weather; as accidents from collision and from encountering impediments accidentally placed on the road, happen more frequently at night and in foggy weather than by day and in clear weather.” If such precaution is necessary on the comparatively level lines on English Railways, how much more so is it required on the sharp curves and steep gradients of our Western line!

Danger of Railway travelling by night.

Thus, in every point of view, whether for the comfort and safety of the passengers, or the economical working of our Railways, the journey by day is to be preferred; and I feel confident that the hours of the night trains are numbered, and that their discontinuance is only a question of time.

The journey by day to be preferred.

But should the Government, in opposition to these views, decide that the exigencies of the public will not admit of the discontinuance of these trains, I submit that the expense of running them should be borne by the Postal Department, for whose benefit it is incurred, if our Railways are expected to show a fair return on the capital invested in their construction. I append a statement, which needs no comment, of the cost per mile for carrying the mails on our Railways, and on those of the United Kingdom and Victoria.

Expense of mail train should be borne by Postal Department.

Appendix 32.

REFRESHMENT ROOMS.

There is no part of our Railway economy so defective, as the arrangements for the supply of refreshments to passengers. We are much behind the neighbouring Colonies in this respect; and when we turn to the Railways in the Mother Country and on the Continent, we find magnificent saloons, luxuriantly furnished, with all the appliances necessary for supplying every variety of refreshment. They are placed under the control of the Railway authorities; a tariff of prices guarantees the traveller from extortion; and the attendants being paid by salaries, no gratuities are expected or allowed.

Refreshment rooms on other Railways.

In strong contrast with this, the keepers of what are facetiously termed refreshment rooms on our Railways are little more than apple-stall holders, and vendors of lollypops and stale pastry, serving out junks of sandwiches, and messes of tea and coffee to their customers, without any regard to their accommodation or comfort; but arrangements are in progress for improving this state of things. It is now proposed to fit up refreshment rooms worthy of the name, of suitable dimensions, and with all necessary appliances, at Sydney and Mittagong, on the Southern line; at Penrith and Mount Victoria, on the Western; and at Singleton, on the Northern line; and to lease them by tender for a term of years. The rooms are to be furnished by the lessee in a suitable manner, to be kept clean and in good repair, and open to all passengers arriving by day or night.

Defective arrangements on ours.

Approved arrangements in progress.

Sort of refreshments to be provided.

Besides tea and coffee, fermented and spirituous liquors, sandwiches, chops, steaks, soups and cold meat, and other refreshments, are to be kept on the premises, and sold at reasonable prices, approved by the Commissioner. Small luncheon-baskets are also to be supplied to passengers who prefer taking their refreshments in the carriages.

Arrangements for comfort and convenience of passengers.

The lessee will be required to use his best endeavours for the convenience and comfort of the passengers; all gratuities to waiters or assistants will be strictly prohibited; and the Commissioner may insist on the dismissal of any servant who may be guilty of rudeness or incivility to Railway travellers.

Hot dinners.

If instead of luncheon, a hot dinner is required at any of these refreshment rooms, for a party of friends, it will only be necessary for the guard at any terminus to flash the order by telegram, and everything will be in readiness on the arrival of the train at the appointed stopping-place. The convenience of this arrangement will be more appreciated, when our Railways extend further into the interior.

MILEAGE AND TRAFFIC PER MILE RUN.

Annual Mileage of Engines. Appendix 33, 34.

Average daily Mileage of each Engine.

I have appended a Return of the total mileage of each Engine, and a detailed statement of the miles run by Goods and Passenger Engines each year from 1866 to 1871 inclusive, from which the following Table of the average daily mileage of the whole and of each individual Engine, during the same period, has been constructed.

Different Lines.	1866.	1867.	1868.	1869.	1870.	1871.
Southern.....	658·4	886·3	1,136·2	1,330·5	1,317·4	1,310·2
Western	168·9	259·9	494·5	619·1	742·3	792·8
Richmond.....	106·6	90·8	93·6	111·8	101·4	94·7
Northern.....	746·0	728·6	761·6	928·2	990·9	1,028·3
Total.....	1,679·9	1,965·6	2,485·9	2,989·6	3,152·0	3,226·0
Class of Engine—						
Passenger.....	889·3	1,106·6	1,110·8	1,547·5	1,564·9	1,539·5
Goods.....	454·5	539·3	994·7	900·6	903·9	1,012·0
Shunting, &c.....	336·1	319·7	380·4	541·5	683·2	674·5
Total.....	1,679·9	1,965·6	2,485·9	2,989·6	3,152·0	3,226·0
No. of Engines running.....	38	44	46	47	57	66
Average daily Mileage per Engine.....	44·2	44·6	54·0	63·6	55·3	48·9

This appears an insignificant amount of useful service to be obtained from a locomotive engine; but it is higher than the ratio obtained by similar calculations of the mileage on some of the principal English and Continental Railways, where the average daily work of an engine is estimated at only 42 miles.

Cost per mile run. Schedules A and B over-stated in former Reports.

In Appendix No. XVII of my Report for 1865, it is explained that the expenditure for locomotive power and carriage repairs, Schedules A and B for the Southern and Western lines, is all charged to the Southern. But in estimating the cost per train mile, and per mile run of the Working Expenses, under Schedules A and B, from 1860 to 1865 inclusive, the mileage of the Western line was omitted, which makes the cost per mile appear disproportionately large on the Southern line. I have rectified this in Table No. 35 of the Appendix.

Appendix 35.

REPORT OF THE COMMISSIONER FOR RAILWAYS, 1866-1871.

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The following Table will show the proportion of the total Receipts contributed by different objects of traffic; the Working Expenses distributed under the different heads of the Schedules; and the Net Earnings, from 1866 to 1871 inclusive, Receipts and Working Expenses per mile run.

PER MILE RUN.

	1866.	1867.	1868.	1869.	1870.	1871.
<i>1. Receipts—</i>	d.	d.	d.	d.	d.	d.
1st & 2nd class Passengers...	26.14	23.20	20.82	19.08	18.59	21.12
Holder of Season Tickets...	1.03	0.93	0.76	0.67	0.65	0.67
Horses, Carriages, Dogs, &c.	5.73	4.50	4.04	3.57	4.57	3.77
Mails	0.63	0.66	0.67	0.74	0.77	0.82
Live stock	0.36	0.49	0.82	0.85	1.29	1.61
Minerals	7.45	6.79	5.63	5.74	6.27	6.54
Wool	1.93	2.42	2.43	2.54	2.69	5.20
General Merchandise.....	22.69	24.26	24.17	25.09	29.24	32.69
Total.....	65.96	63.25	59.34	58.28	64.07	72.42
<i>2. Working Expenses—</i>						
Permanent Way and Works	10.60	9.09	7.94	8.91	12.10	12.47
Locomotive charges	13.08	13.13	11.78	12.37	12.28	11.00
Carriage and Waggon repairs	2.83	1.92	2.15	3.08	2.86	2.22
Traffic charges.....	13.99	14.17	15.27	12.81	12.94	11.72
Compensation pers. injury	0.03	0.06	0.03	0.01	0.01	0.27
Do. for damage to Goods...	0.04	0.06	0.06	0.03	0.05	0.05
Miscellaneous.....	1.01	0.82	0.91	1.58	2.73	2.44
Total.....	41.58	39.25	38.14	38.79	42.97	40.17
<i>3. Net Earnings</i>	24.38	24.00	21.20	19.49	21.10	32.25

A more detailed statement of this Table, and of the Receipts and Expenditure per mile open, are appended Appendix 38, 39.

The proportion per cent. of the Working Expenses to the total Earnings during the same period will be found in the Return of Working Expenses in the Appendix Appendix 23.

RETURN ON CAPITAL INVESTED.

I have added a tabular statement showing the amount of traffic, the gross and net earnings, the working expenses, and the interest on the capital invested, during each year, from the opening of our Railway to the 31st December 1871. Appendix 25.
Interest on capital.

If this shows but a small return on the capital, it is at least satisfactory to observe that the last is the most prosperous year of the series, the interest almost touching 3 per cent., which it will probably reach in the following year. But small as the interest appears, the figures in the statement will show at a glance the progressive advancement of our Railways, and the large and steady increase in traffic and returns—from 1856 to 1871—in the number of passengers from 350,724 to 759,062; in the tonnage of goods, from 2,469 to 741,986; in total earnings, from £32,283 to £355,322; and in net earnings, from £10,495 to £158,257. Progressive advancement of Railway.

Value of free passes not estimated.

But these figures do not express the whole earnings of the Railway; for they do not include the value of free passes, which amount to a considerable number per annum. Thus, His Excellency the Governor and suite, Members of Parliament, the Judges of the Supreme and District Courts, distinguished visitors, Members of Parliament from the neighbouring Colonies, Officers of the Army and Navy, Officers and Members of the Volunteer Force, convalescent patients discharged from the Infirmary, the Benevolent Asylum, and other kindred Institutions, and numbers of the unemployed seeking for work in the interior,—all travel free by Railway, and no estimate is taken of the value of these passes.

It is not my province to express any opinion as to the policy of this course. I refer to it merely to show that the Railway does more work than it gets credit for. If the value of these passes, and the large amount lost by running the night mail train, were taken into account in calculating the net receipts, it is obvious that they would show a higher rate of interest on the capital

Summary embraces a period of twenty-five years. Work performed during that time.

Progress of works since 1855.

The summary which I have now concluded of the rise and progress of our Railways, from the first movement on the subject in 1846 to the close of 1871, embraces a period of a quarter of a century, during which 358 miles of Railway have been opened for traffic. This may appear a small result for the time occupied on the work; but it must be remembered that a considerable portion of that time was necessarily consumed in preliminary inquiries, and in contending with difficulties and delays, which impede the inauguration of all great undertakings of the kind, more particularly in a Colony so far removed from the European workshops, where all the *matériel* of the Railway had to be procured. The progress of the work was accordingly slow, till the trunk-line was opened to Parramatta in 1855; but during the sixteen years that have since elapsed, 344 miles were opened to the public. This is at the average rate of $21\frac{1}{2}$ miles per annum, which can hardly be regarded as a slow rate of progress, when we consider the engineering difficulties that had to be encountered, and the magnitude of the works that had to be constructed in carrying a Railway through a mountainous country, rising to great elevations on all the lines, and on the Western to 3,658 feet above high-water mark at Sydney. But whatever may be thought of the rate of progress, there can be no doubt of the solidity and first-class character of the works, and their moderate cost compared with works of a similar class on other Railways. And, as we have now crossed the barrier of the Blue Mountains, and surmounted the most difficult and expensive portion of the way; we shall be enabled to proceed with greater speed, and smaller cost, in carrying out the further extensions of our Railways.

CASUALTIES.

Appendix 37. Casualties trifling compared with number of travellers.

Appendix 23, 24.

In conclusion, I am happy to add that the casualties on the different lines, during the period embraced in this Report, have been few and trifling, compared with the number of travellers, which amounted in six years to 4,294,672 first and second class passengers, besides 13,272 season ticket holders, who, if reckoned by the number of times they travelled, would swell the number by some millions more. This will be apparent from a glance at the Return of Working Expenses, where it will be seen that the total amount paid as compensation for personal injuries was only £1,710 19s. 5d., or at the rate of £285 3s. 3d. per annum; and for damage to property £1,165 15s. 8d., or at the rate of £194 5s. 11d. per annum;—a small percentage on the gross earnings, which, for the same period, amounted to £1,509,404 11s. 1d., or at the rate of £251,567, 8s. 6d. per annum. This is creditable to the care and attention of the Railway officials; and shows that of all modes of transport the Railway is the safest and the best.

I have the honor to be,

Sir,

Your most obedient servant,

JOHN RAE.

THE HONORABLE THE
SECRETARY FOR PUBLIC WORKS,
&c., &c., &c.

APPENDIX

TO THE

REPORT ON THE RAILWAYS OF NEW SOUTH WALES,

FROM 1866 TO 1871 INCLUSIVE.

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APPENDIX TO REPORT ON RAILWAYS OF NEW SOUTH WALES,
1866-1871.

No. 1.

REPORT from the Engineer-in-Chief on the progress of the Railway Extensions from Picton, Penrith, and Singleton.

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

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 8th January, 1872.

Sir,

In attention to your verbal instructions, I have the honor to submit the following detailed Report on the progress of the Railway Works on the Southern, Western, and Northern Extensions, to the 31st December, 1871.

I have considered it advisable, in order to avoid the inconvenience of a reference to my Report on this subject, dated the 12th September, 1865, to recapitulate a considerable portion of the information therein given, so that the present Report may embrace all the information in my possession on the cost of the Railways from Picton to Goulburn, Penrith to Bathurst, and Singleton towards Armidale.

GREAT SOUTHERN RAILWAY.

That portion of the Southern Railway between Picton and Goulburn, being a length of 81½ miles, is completed, and was opened for public traffic throughout on the 27th May, 1869.

Land has been taken for a double line, but the works are for a single line throughout.

The contracts for the construction of this length were divided into the following sections:—

No. 1 Contract.....	Miles.	Chains.
2	5	34
3	6	76
4	11	40½
5	5	21
6	8	75½
7	16	70
.....	26	27
Total	81	24

Section No. 1.—Length, 5 miles 34 chains.

In August, 1862, a contract was entered into on a schedule of prices with Mr. Croshaw for this section; but, in December, 1863, Mr. Croshaw finding it impossible to proceed with the works, the contract was undertaken on the same terms and conditions by Messrs. Murnin and Brown, and by them has been satisfactorily completed.

The viaduct at Picton and the tunnel through the Redbank Range are the most important works on this section.

The viaduct is built in masonry, set in cement, and consists of five openings of 40 feet each; the arches are semi-circular, and on an incline of 1 in 40. In consequence of its proximity to the Picton Station it has been built for a double line of Railway; its entire length is 276 feet, and its extreme height from foundations to rail level, 78 feet. The total cost has been £10,437 12s. 3d., or at the rate of £37 16s. 4d. per lineal foot.

The tunnel is 198 yards in length, lined with brickwork set in cement throughout, and constructed for a single line of way. In form it is elliptical; 15 feet wide in its widest part, and 17 feet high from rail level to soffit of arch. The cost, including excavation, which was to a great extent through hard shale, has been £10,653 15s. 6d., or at the rate of £53 16s. per yard lineal.

The total quantity of excavation on this contract has been 196,994 cubic yards, 38,626 cubic yards being in rock.

Sixteen culverts have been constructed, of either brickwork or masonry, of an aggregate length of 1,082 feet, and consist of—

One	1 ft. 6 in.
Three	2 0
Five	3 0
One	4 0
Three	5 0
Two	8 0
One	10 0

The total cost of this section, including fencing and clearing, but exclusive of permanent-way and ballasting, has been £49,549 4s. 2d., or at the rate of £9,133 9s. 10½d. per mile.

The steepest gradient is 1 in 40 for a length of 2 miles 33 chains, and the smallest radius of a curve is 16 chains.

Section No. 2.—Length, 6 miles 76 chains.

This contract was let to Messrs. Shuttleworth and Wallis in September, 1862, but the works having been suspended by them in February, 1863, were undertaken by Messrs. Larkin and Wakeford, and have been satisfactorily completed. The works are very light, the total excavation being only 89,879 cubic yards, 18,643 cubic yards being in rock.

Eleven culverts have been constructed, of an aggregate length of 556 feet, and consist of—

Three	2-feet
Five	3 "
One	4 "
Two	5 "

The total cost, including fencing and clearing, but exclusive of permanent-way and ballasting, has been £11,544 16s. 8d., or at the rate of £1,661 2s. 6d. per mile.

The steepest gradient is 1 in 40 for 66 chains, and the smallest radius of a curve 50 chains.

Section No. 3.—Length, 11 miles 40½ chains.

This section was originally contracted for by Messrs. Randle and Gibbons. The bond was signed on the 10th February, 1863, the time of completion being 7th July, 1864. In September, 1863, this firm became insolvent, and on the 24th November, 1863, the works were let to Messrs. Larkin and Wakeford, Murnin and Brown, and have been by them satisfactorily completed.

The excavations are very heavy, amounting to 446,566 cubic yards, 223,962 cubic yards being through hard sandstone. The greatest depth of cutting is 76 feet, and the highest embankment is 82 feet.

There are three timber bridges under the Railway, of a total length of 546 feet, which consist of forty-four openings of 12 feet each.

No. 1—*continued.*

One timber bridge over the Railway has been constructed, of a span of 37 feet, the width of roadway being 14 feet, and the height from level of rails to floor of bridge 76 feet.

The whole of the culverts, twenty-eight in number, of an aggregate length of 2,450 feet, have been completed, and consist of the following :—

Two	1 foot 6 inch
Six	2 feet
Eleven	3 "
One	4 "
Six	5 "
Two	10 "

The total cost of the works, exclusive of permanent-way and ballasting, has been £71,105 3s. 5d.

The steepest gradient is 1 in 30 for 2 miles and 2 chains, and the smallest radius of a curve is 30 chains.

Section No. 4.—Length, 5 miles 21 chains.

This section was let to Messrs. Larkin, Wakeford, Murnin, and Brown, in November, 1863, and the whole of the works have been satisfactorily completed.

The most important work on this contract is the Gibraltar Tunnel, 572 yards in length, the excavation for which was through hard shale and sandstone. The tunnel has been lined throughout with brickwork and masonry in cement (both being used to facilitate its completion), and is of the same form and dimensions as the tunnel through the Redbank Range at Picton.

There are also ten timber bridges, of an aggregate length of 760 feet, having the following openings :—

Four	6-foot spans
Fifteen	12 "
Fifteen	26 "
Three	30 "

Seventeen culverts have been constructed, of an aggregate length of 738 feet, and consist of—

Three	2 feet
Six	3 "
Four	4 "
Four	5 "

The total quantity of excavation is 175,527 cubic yards—43,549 cubic yards being rock—including 23,623 cubic yards from the tunnel.

The total cost of all the works, exclusive of permanent-way and ballasting, has been £64,243 13s. 3d.

The steepest gradient is 1 in 55 for 1 mile and 4 chains, and the smallest radius of a curve is 40 chains.

Section No. 5.—Length, 8 miles 7½ chains.

This section was let to Messrs. D. Williams and Co. on the 30th July, 1863, and the whole of the works have been satisfactorily completed.

The largest work on this contract was the construction of a timber viaduct over the Wingecarribee River, near to Bong Bong, 1,048 feet in length, and consisting of 38 spans of 26 feet each. The greatest height from surface of ground to rail level is 25 feet.

There are also ten other timber bridges on this section, of an aggregate length of 685 feet, consisting of 397 feet of 26-foot spans, 1 span of 30 feet, 216 feet of 12-foot spans, and 42 feet of smaller openings of various spans.

Twenty-two culverts have been constructed, of an aggregate length of 838 feet, and consist of—

Five	2-foot
Seven	2 " 6 inches
Six	3 "
Two	4 "
Two	8 "

The total quantity of excavation is 171,770 cubic yards, 7,783 cubic yards being rock. The total cost of the works, exclusive of permanent-way and ballasting, has been £33,729 4s. 3d.

The steepest gradient is 1 in 40 for a length of 68 chains, and the smallest radius of a curve is 30 chains.

At the end of this contract, near to Vine Lodge, the residence of Henry Badgery, Esq., and 91 miles from Sydney, the Railway attains its highest level between Sydney and Goulburn,—the rails being 2,357 feet above high-water of spring-tides at Sydney.

Section No. 6.—Length, 16 miles 70 chains.

This contract was let to Messrs. Foster & Roberts on the 13th January, 1864, and the whole of the works have been satisfactorily completed.

There are fourteen timber bridges, of an aggregate length of 1,376 feet, and consist of—

Thirty-three spans of	26 feet
Four	20 "
Two	18 "
Twenty	12 "
Three	11 "

Forty-five culverts have been constructed, of an aggregate length of 1,833 feet, and consist of—

Seventeen	3-foot
Seven	4 "
Thirteen	5 "
Two	8 "
One	2 "
Five open culverts.	

The total quantity of excavation is 405,600 cubic yards, 87,298 cubic yards being rock.

The total cost of the work, exclusive of permanent-way and ballasting, was £64,537 3s. 5d.

The steepest gradient is 1 in 50·77 for a length of half a mile, and the smallest radius of a curve is 30 chains.

Section No. 7.—Length, 26 miles 27 chains.

This contract, commencing near to Marulan and terminating in the town of Goulburn, was let to Mr. Faviell on the 28th December, 1864, and has been satisfactorily completed. It includes, in addition to the works, the laying of the permanent-way, ballasting, and sleepers.

There are five bridges on this length, having stone or brick piers and abutments, with superstructures of wrought-iron, of an aggregate length of 2,637 feet, which have been erected at the following places :—

- Viaduct over Barber's Creek, five spans of 60 feet.
- Viaduct over the Wollondilly River (first crossing), one span of 130 feet and seven spans of 60 feet.
- Viaduct over the Wollondilly River (second crossing), one span of 130 feet and six spans of 60 feet.
- Viaduct over Boxer's Creek, two spans of 60 feet.
- Viaduct over the Mulwarree Creek, twelve spans of 60 feet each.

There are also eleven timber bridges, of an aggregate length of 2,209 feet, consisting of—

Seventy-one spans of	25 feet
Three	24 "
Ten	12 "
Eight	10 "

No. 1—*continued.*

Sixty-seven culverts have been constructed, of an aggregate length of 2,854 feet, and consist of—

One	18-inch
Fifteen	2 feet
Twenty-nine	3 "
Ten	5 "
Seven	8 "
Five	10 "

The total quantity of excavation on this section is 608,032 cubic yards, 126,640 cubic yards being rock.

The total cost of the works, exclusive of the ironwork for permanent-way, has been £305,699, or £11,574 per mile.

The steepest gradient is 1 in 50 for a length of 50 chains, and the smallest radius of a curve is 30 chains.

The level of the rails in the station-yard at Goulburn is 2,071 feet above high-water of spring-tides at Sydney.

Laying permanent-way and ballasting.

A contract was entered into on the 31st May, 1865, with Messrs Larkin & Wakeford, for laying the permanent-way, including sleepers and ballasting, from Picton to the end of No. 3 contract (at Mittagong), being a length of 23 miles 70½ chains.

The total cost of this contract, exclusive of rails, but including the laying of sidings at Picton, Mittagong, and other miscellaneous works, was £43,209 5s. 4d.

On the 23rd May, 1866, a contract was entered into with Messrs Larkin & Wakeford for laying the permanent-way, including sleepers and ballasting, from Mittagong to the end of No. 6 section, terminating about 6 miles from Marulan, being a length of 31 miles 6 chains and 50 links.

The total cost, including sidings at Bowral Station, Sutton Forest, Cabel's Siding, and various Miscellaneous works, but exclusive of rails, was £70,045 9s. 2d.

The dates on which the several sections of the extension Picton to Goulburn were opened for traffic, and their lengths in round numbers, are as follows:—

1st March, 1867—Picton to Mittagong	24 miles
2nd December, 1867—Mittagong to Sutton Forest.....	9 "
6th August, 1868—Sutton Forest to Marulan.....	28½ "
27th May, 1869—Marulan to Goulburn	20 "
Total	81½ miles

The total cost from Picton to Goulburn, including trial surveys, engineering expenses, purchase and compensation for land, construction of works, permanent-way, fencing, water supply, station buildings, gate houses, office and station furniture, and heavy flood repairs during construction, has been £1,024,455 18s. 9d., or at the rate of £12,609 per mile.

GREAT WESTERN RAILWAY.

EXTENSION PENRITH TO BATHURST.

Plans and sections of the entire distance to Bathurst have been approved by Parliament.

This extension has been divided into the following sections:—

No. 1 Contract, commencing on the west side of the river Nepean, length 11 miles 3 chains

2 "	"	11 "	51 "	
3 "	"	15 "	34 "	
4 "	"	15 "	76 "	35 links
5 "	"	15 "	10 "	65 "
6 "	"	6 "	6 "	
7 "	"	16 "	66 "	
8 "	"	14 "	10 "	
9 "	"	2 "	12 "	

Section No. 1.—Length, 11 miles 3 chains.

The tender of Mr. Watkins for the works on this section was accepted in March, 1863, and they were completed in December, 1865.

The most important work was the erection of the Knapsack Gully Viaduct, consisting of 5 spans of 50 feet each and 2 spans of 20 feet each. It is built in masonry, set in Portland cement, for a single line of Railway, on an incline of 1 in 30.

The length is 388 feet, and the greatest height from the foundations to the level of rails is 126 feet. The quantity of masonry is 6,713 cubic yards, and the total cost has been £22,724 14s., or at the rate of £58 11s. 4½d. per yard lineal.

Four timber bridges have been constructed, of an aggregate length of 1,132 feet, which consist of—

Eighty-three spans of	12 feet each
Four	21 "
One	26 "

Fifty-two culverts have been constructed, of an aggregate length of 2,605 feet, and consist of—

Fourteen	1 foot 6 inches
Thirty-three.....	2 feet
Four	3 "
One	5 "

The total quantity of excavation is 475,015 cubic yards, 128,220 cubic yards being rock.

The total cost of the works, exclusive of permanent-way and ballasting, has been £88,666 14s. 5d.

The steepest gradient is 1 in 30 for 1 mile and 63 chains, and the smallest radius of a curve is 8 chains.

Section No. 2.—Length, 11 miles 51 chains.

This section was let to Messrs. Duxbury & Kerr in February, 1863, and completed in May, 1866.

Sixty-one culverts have been constructed, of an aggregate length of 2,144 feet, and consist of—

Twelve	1 foot 6 inches
Forty-eight	2 feet
One	3 "

Two bridges have been erected to carry the Western Road over the Railway; they are built in masonry, set in cement.

The total quantity of excavation on this section is 403,960 cubic yards, 255,519 cubic yards being rock.

The total cost of the works, exclusive of permanent-way and ballasting, has been £63,527 14s.

The steepest gradient is 1 in 33, for a length of 76 chains, and the smallest radius of a curve is 8 chains.

No. 1—*continued.**Section No. 3.—Length, 15 miles 34 chains.*

This contract was let to Mr. W. Watkins on the 14th August, 1863, and completed in August, 1866. Eighty-one culverts have been constructed, of an aggregate length of 2,887 feet, and consist of—

Nineteen.....	1 foot 6 inches
Sixty-eight.....	2 feet
Two.....	3 "
Two.....	8 "

The total quantity of excavation is 421,891 cubic yards, 229,687 cubic yards being rock.

The total cost of the works, exclusive of rails, sleepers, ballast and road laying, has been £64,390 15s. 1d.

The steepest gradient is 1 in 33 for a length of 1 mile and 66 chains, and the smallest radius of a curve is 8 chains.

The level of rails at the commencement of this contract, near to the Blue Mountain Inn, is 2,403 feet, and the level of rails at the termination of the contract is 3,494 feet above high-water of spring-tides at Sydney.

Laying and ballasting permanent-way.

On the 17th October, 1865, a contract was entered into with Messrs. Larkin and Wakeford for laying the permanent-way, including the providing of sleepers and ballast for that portion of this extension between Penrith and Blackheath, being a length of 33 miles 8 chains.

This work has been satisfactorily completed. The total cost, exclusive of rails and other ironwork for permanent-way, but including sidings, and a temporary station at the Weatherboard, and the sidings at the Blue Mountain, has been £78,725 13s. 10d.

Section No. 4.—Length, 15 miles 76 chains 35 links.

This contract included the ballasting and laying of the permanent-way, in addition to the usual works, and was let to Mr. W. Watkins on the 19th January, 1865. The whole of the works have been satisfactorily completed.

The tunnel through Mount Clarence is 539 yards in length, and lined with masonry, set in cement throughout.

Seventy-four culverts have been constructed, of an aggregate length of 3,149 feet, and consist of—

Two.....	1 foot.
Sixty-five.....	2 feet.
Five.....	3 "
One.....	5 "
One.....	10 "

The total quantity of excavation is 594,553 cubic yards, 421,697 cubic yards being rock.

The total cost of this section, including all works, laying the permanent-way, providing sleepers and ballasting, but exclusive of rails, chairs, &c., and stations, was £187,734 15s. 10d.

The steepest gradient is 1 in 33 for a length of 1 mile and 31 chains, and the smallest radius of a curve is 10 chains.

On this contract, at the entrance to the Clarence Tunnel, a distance of 88½ miles from Sydney, the Railway attains its highest level between Sydney and Bathurst, the rails being 3,658 feet above high-water of spring-tides at Sydney.

Section No. 5.—Length, 15 miles 10 chains 65 links.

This contract included the ballasting and laying of the permanent-way, in addition to the usual works, and was let to Mr. P. Higgins in May, 1866.

The whole of the works have been satisfactorily completed.

On this section there are seven viaducts and two bridges over the Railway, of an aggregate length of 2,225 feet, varying in height from 10 feet to 70 feet, and consist of the following spans:—

Four openings, each 10 feet span	
Two " " 15 "	
Three " " 20 "	
Fourteen " " 25 "	
Two " " 27 "	
Thirty-seven " " 30 "	
One " " 54 "	

One timber approach bridge, eight openings, each of 25 feet.

There are also three tunnels: one on the Lithgow Valley Zig Zag, 77 yards in length; one at Morangaroo, 267 yards in length; and one under the Mudgee Road, 47 yards in length.

The total quantity of excavation is 1,144,284 cubic yards, 747,710 cubic yards being rock.

The total amount paid for all works on this contract, including fencing, ballasting, sleepers, and laying permanent-way sidings at Bowenfells, Wallerawang, and water supply at Lithgow Zig Zag, but exclusive of station buildings, rails and other ironwork for permanent-way, has been £328,284 10s. 9d.

The steepest gradient is 1 in 40 for a length of 2 miles, and the smallest radius of a curve is 8 chains.

Section No. 6.—Length, 6 miles 6 chains.

This contract was let to Mr. Mackenzie on the 29th June, 1867; but he having abandoned the works in the beginning of 1868, the contract was relet to Mr. McCauley on the 27th April, 1868, and the works have been satisfactorily completed by himself and Mr. Forrester (one of his sureties).

The total quantity of excavation is 233,239 cubic yards.

Twenty-two culverts have been constructed, of an aggregate length of 1,661 feet, and consist of—

One double open culvert,	1 foot 10 inches
Four.....	2 feet
Ten.....	3 "
Three.....	5 "
Four.....	6 "

The total cost, including the sidings at Rydal, fencing, clearing, ballasting, sleepers, and road-laying, but exclusive of rails, chairs, &c., has been £48,910 1s. 9d.

The steepest gradient is 1 in 50 for a length of 1 mile 14 chains, and the smallest radius of a curve is 20 chains.

Section No. 7.—Length, 16 miles and 66 chains.

This section, which commences at Rydal, was let to Mr. D. Williams on 14th August, 1868, the time for completion being 31st December, 1870, which has since been extended to 31st January, 1872. With the exception of the laying of 7 miles of the permanent-way, this contract is very nearly completed.

The total quantity of excavation removed up to 31st December, 1871, including excavation to foundations of bridges and culverts, was 945,669 cubic yards.

There are the following bridges over Solitary Creek, varying in water-way from 30 feet to 120 feet, viz. :—

No.	Miles.	Chains.	
1,	at 111	49	... One 30-feet span, built in brickwork.
"	2,	" 111	58 ... " 30 " " "
"	3,	" 111	73 ... " 30 " " "

No. 1—continued.

No.	Miles.	Chains.		
No. 4,	112	15	Two	30 feet span, built in brickwork
" 5,	112	33	"	30 " " "
" 6,	112	67	Four	30 " " "
" 7,	113	11	One	60 " (skew), iron girder, with brick abutments.
" 8,	113	26	"	60 " " "
" 9,	113	55	"	50 " built in brickwork.
" 10,	114	00	"	60 " (Skew), iron girder, with brickwork abutments.
" 11,	114	23	"	50 " built in brickwork.
" 12,	114	42	"	50 " " "
" 13,	115	29	"	60 " (skew), iron girder, with brickwork abutments.
" 14,	115	44	Two	50 " built in brickwork.
" 15,	115	75	One	66 " (skew), iron girders, with brickwork abutments.
" 16,	116	09	"	50 " built in brickwork.
" 17,	120	06	Two	60 " (skew), iron girders, with brickwork pier and abutments.

From the above list it will be seen that there are no less than 17 large bridges over Solitary Creek, in a distance of 9 miles, containing 20,292 cubic yards of brickwork or masonry, in addition to wrought iron girders to the superstructure of six of these crossings.

At 123 miles 8 chains (Tarana Mountain) there is a brick bridge, with an arch of 30 feet span, and retaining walls 283 feet 6 inches in length.

There are also four bridges over the Railway, viz. :—

No.	Miles.	Chains.	
No. 1,	at 113	51	} These are occupation bridges, having brick piers and timber superstructures, each 18 feet span.
" 2,	" 118	06	
" 3,	" 120	25	} These bridges are each of 18 feet span, and built entirely in brickwork.
" 4,	" 121	34	

The quantity of brickwork and masonry in these bridges, including the bridge and retaining walls at Tarana Mountain, is 2,057 cubic yards, making a total of 22,349 cubic yards for the whole of the bridges on this contract.

Sixty-nine culverts have been constructed, of an aggregate length of 3,798 feet, and consist of—

Forty-seven	3-feet
Two	4 "
Ten	5 "
Six	8 "
Two	10 "
One	30 "
One	15 " double

The quantity of brickwork in these culverts is 8,075 cubic yards, which, added to the quantity of brickwork in the bridges under and over the Railway, amounting to 22,349 cubic yards, makes a total quantity of brickwork and masonry of 30,424 cubic yards on this length.

The total cost of the works up to 31st December, 1871, exclusive of rails and other ironwork for permanent-way, but including fencing, ballasting, sleepers, and road-laying, has been £243,550 0s. 2d.

The steepest gradient is 1 in 55 for a length of 1 mile 77 chains, and the smallest radius of a curve 10 chains.

I anticipate that the whole of the works and permanent-way in this section will be completed in March next.

Section No. 8.—Length, 14 miles 10 chains.

The tender of Mr. Mark Faviell was accepted for the construction of the works on this section, on 14th August, 1863.

The time for completion was the 31st December, 1870, which has since been extended to the 30th April, 1872.

The total estimated quantity of excavation is 794,100 cubic yards. Up to the date of last certificate (16th December) 780,972 cubic yards had been removed.

Thirty-eight culverts have been constructed, of an aggregate length of 2,778 feet, and consist of—

Twenty-four	3 feet
Ten	5 "
Two	8 "
One	20 "
One	30 "

The quantity of brickwork in these culverts is 6,496 cubic yards.

Two bridges have been constructed over the Railway, containing 873 cubic yards of brickwork.

The total amount expended up to the 31st December, 1871, has been £112,787 19s. 1d.

The steepest gradient is 1 in 33 for a length of 1 mile 26 chains, and the smallest radius of a curve is 16 chains.

Section No. 9.—Length, 2 miles 12 chains.

This section, terminating near to the river Macquarie at Bathurst, was let to Mr. J. S. Cummings on the 20th April, 1871;—the time for completion being the 31st March, 1872.

The estimated quantity of excavation on this section is 109,137 cubic yards. Up to the 31st December, 1871, the date of the last certificate, 21,935 cubic yards had been removed.

There are only two small timber bridges to be erected on this section, of an aggregate length of 203 feet.

The total amount expended up to the 31st December is £2,693 17s. 8d.

The steepest gradient is 1 in 46 for a length of 31 chains, and the smallest radius of a curve is 30 chains.

The estimated average cost per mile from Penrith to Bathurst, including the bridge over the river Nepean at Penrith, was £15,691, but the actual cost cannot be given until the completion of the contracts Nos. 7, 8, and 9.

The total amount expended up to the 31st December, 1871, including trial surveys and all engineering expenses, is £1,649,113 4s. 10d.

The dates on which the several sections of this extension were opened for public traffic, and their lengths in round numbers, are as follows :—

11th July, 1867.—Penrith to Weatherboard	28 miles
1st May, 1868.—Weatherboard to Mount Victoria	15 "
18th October, 1869.—Mount Victoria to Bowenfells	20 "
1st March, 1870.—Bowenfells to Wallerawang	8 "
1st July, 1870.—Wallerawang to Rydal	6 "
Total	77 "

No. 1—*continued.*

GREAT NORTHERN RAILWAY.

EXTENSION FROM SINGLETON TOWARDS ARMIDALE.

Plans and sections of that portion of this extension from Singleton to Murrurundi, being a distance of nearly 70 miles, have been submitted to Parliament and approved.

Land has been taken for a double line of Railway, but the works are for a single line only throughout.

Contracts were entered into, at the dates hereafter named, for the whole of this length, and divided into the following sections.

	miles.	chains.	links.
Contract No. 1, commencing on the north side of the river Hunter	7	61	40
" 2,	7	56	00
" 3,	15	4	00
" 4,	20	26	00
" 5,	18	79	35

Section No. 1.—Length, 7 miles 61 chains 40 links.

The tender of Messrs. Randle and Gibbons for the works only on this section was accepted on the 29th May, 1863, the time for completion being August, 1864.

This firm not being able to carry on the works, from pecuniary embarrassments, the contract was transferred to their sureties, Messrs. Macnamara and Edwards, and was by them satisfactorily completed.

The total quantity of excavation was 177,008 cubic yards, 23,014 cubic yards being rock.

Twenty-four culverts have been constructed, of an aggregate length of 1,498 feet, and consist of—

No. 13	2-feet
1	2 "
5	3 " double
3	5 "
2	8 "

Four timber bridges have been constructed, of an aggregate length of 648 feet, and consist of four spans of 26 feet, and forty-three spans of 12 feet.

The total cost of this section, including fencing and clearing, but exclusive of permanent-way and ballasting, has been £26,306 12s. 9d., or at the rate of £3,388 per mile.

The steepest gradient is 1 in 33 for a length of 33 chains, and the smallest radius of a curve is 30 chains.

Section No. 2.—Length, 7 miles 56 chains.

This contract for the construction of works only was let to Mr. George Blunt on the 14th May, 1863, and has been satisfactorily completed.

The total quantity of excavation has been 119,342 cubic yards, of which 13,245 cubic yards were rock.

Sixteen timber bridges have been erected on this section, of an aggregate length of 2,152 feet, and consist of—

Four spans of	33 feet each
Forty-eight do.....	26 "
One do.....	18 "
Two do.....	15 "
Forty-eight do.....	12 "

Nine culverts have been constructed, of an aggregate length of 279 feet, and consist of—

	ft.	in.
Three	2	0
Two	2	0 double
One	2	6
Three	5	0

The total cost has been £25,457 4s. 1d., exclusive of permanent-way and ballasting.

The steepest gradient is 1 in 33 for a length of 20 chains, and the smallest radius of a curve is 72 chains.

Section No. 3.—Length, 15 miles 4 chains.

The contract for the construction of works only on this section (Liddell to Muscleebrook) was let to Mr. Blunt on the 2nd September, 1864, the time for completion being the 31st July, 1866.

The total quantity of excavation on this contract was 518,602 cubic yards, of which 140,906 cubic yards were rock.

There are six timber bridges, of an aggregate length of 919 feet, and consist of thirty spans of 26 feet each, and three spans of 12 feet.

Thirty-four culverts have been constructed, of an aggregate length of 1,837 feet, and consist of—

Two	1 foot
Two	2 feet
Six	3 "
Five	4 "
Nine	5 "
Ten	8 "

The quantity of masonry in these culverts is 3,194 cubic yards.

The cost of this contract, exclusive of permanent-way and ballasting, has been £93,039 2s. 10d.

The steepest gradient is 1 in 46 for a length of 57 chains, and the smallest radius of a curve is 20 chains.

Laying permanent-way and ballasting.—Length, 30 miles 78 chains.

The contract for laying the permanent-way, and providing sleepers and ballast, on Contracts Nos. 1, 2, and 3, Singleton to Muscleebrook, was let to Messrs. Larkin and Wakeford on the 27th September, 1867, the time for completion being 1st December, 1868, afterwards extended to the 28th February, 1869.

The cost of this contract, exclusive of rails and other ironwork for permanent-way, but including sidings at Camberwell and Muscleebrook, has been £46,452 18s. 2d.

Section No. 4.—Length, 20 miles 26 chains.

The tender of Messrs. Amos & Co. for the construction of the works (exclusive of the bridge over the river Hunter at Aberdeen), laying the permanent-way, and providing sleepers and ballast, was accepted on the 18th February, 1868, the time for completion being the 31st December, 1869. Some difficulty having been experienced by Messrs. Amos & Co. in carrying out the works, they obtained the assistance of Messrs. Larkin and Wakeford, who signed a bond as joint contractors, on the 21st June, 1869, the time for completion being extended to 31st August, 1870. In consequence of the unprecedented wet weather, causing heavy floods, which seriously damaged the works, the contract time was further extended to the 31st December, 1870.

The total quantity of excavation has been 392,605 cubic yards, 12,398 cubic yards being rock.

There are seven timber bridges on this section, of an aggregate length of 1,792 feet, which consist of—

Six spans of	10 feet
Eighty-five do.....	18 "
Six do.....	26 "

No. 1—*continued.*

Thirty-seven culverts have been constructed, of an aggregate length of 1,392 feet, containing 2,143 cubic yards of brick-work in cement, and consist of—

One	1-foot
Two	2 feet
Three	3 "
Twelve	4 "
Seven	5 "
Eight	6 " 6 inches
Four	8 "

The total cost of this contract, exclusive of rails and other ironwork for permanent-way (but including sidings at Aberdeen and Scone), has been £101,295 3s. 7d.,

The steepest gradient is 1 in 50 for 40 chains, and the smallest radius of a curve is 30 chains.

Bridge over the river Hunter at Aberdeen.

This bridge is constructed for a single line, with two continuous wrought-iron lattice-girders, of 486 feet each in total length, 14 feet 6 inches in depth, and placed 14 feet apart. It is divided into three spans of 150 feet, each span being supported on two cast-iron cylinders, 9 feet in diameter, sunk into the rock at an average depth of 20 feet below the ordinary level of the water in the river. These cylinders are filled up for their whole height with concrete, composed of gravel and cement, in the proportion of six of gravel to one of cement.

The cross girders carrying the roadway are 14 inches in depth, 3 feet apart, and rest upon the bottom boom of the main girders.

The roadway is carried on the cross girders by four longitudinal bearers; those under each rail are 15 x 7, and the side-bearers 7 inches by 6 inches. Upon these bearers is laid planking 3 inches in thickness, to which the chairs carrying the rails are spiked.

The whole of the ironwork was imported from England direct, without the intervention of a contractor, and was manufactured by the Park Gate Iron Company, Rotherham, at a cost of £13,314 16s. 6d., including freight to Newcastle and Railway charges to Aberdeen.

The fixing of the wrought-iron cylinders was let to Messrs. Bell & Franklin on the 12th November, 1869, the time for completion being the 31st March, 1870. In consequence of the heavy floods which occurred in the beginning of this year, the time was extended to the 1st July, 1870.

The total cost of Messrs. Bell & Franklin's contract was £4,895 19s.

The contract for the erection of the wrought-iron lattice-girders forming the superstructure of the bridge was let to Mr. Thomas Smythman on the 31st May, 1870, the time for completion being the 31st October, 1870.

The cost of this contract, including the fixing of all necessary staging, and the painting of girders and cylinders, was £6,318 7s. 2d.

The total cost of this bridge, including all materials and labour, has been £24,840 18s. 5d.

Section No. 5.—Length, 18 miles 79 chains 35 links.

This contract was let to Mr. Macquarie on the 9th October, 1868, the date named for completion being the 30th June, 1870.

On the 11th August, 1870, the time for completion was extended to 13th August, 1871. The works not being carried out satisfactorily by Mr. Macquarie, the contract was assigned to Mr. John Alger on the 30th May, 1871, and the time further extended to 31st March, 1872, at which date the whole of the works and permanent-way will no doubt be completed.

The total quantity of excavation removed, up to the 31st December, 1871, was 801,490 cubic yards.

Six timber bridges have been erected, of an aggregate length of 593 feet, and consist of—

Twenty-three.....	18-foot spans
Three	20 "
Three	26 "

Sixty-nine culverts have been constructed (being the whole number required), of an aggregate length of 4,182 feet, and consist of—

Eight.....	1-foot
Seventeen	3-feet
Fourteen	4 "
Nine	5 "
Seven.....	6 " 6 inches
Ten.....	8 "
Four	10 "

A portion of this contract, being a length of about 6 miles to the Wingen platform, has been opened for public traffic. The permanent-way is laid and partially ballasted for a further distance of 10 miles, leaving only 3 miles to be laid to complete the whole distance to the Murrurundi Station.

The total expenditure up to the 31st December, 1871, has been £131,447 3s. 1d.

The steepest gradient is 1 in 50 for a length of 1 mile and 61 chains, and the smallest radius of a curve is 30 chains.

The estimated average cost per mile from Singleton to Murrurundi (including the bridges over the Hunter at Singleton and Aberdeen) is £10,084, but the actual cost cannot be given until the completion of the works.

The dates on which the several sections of this extension were opened for traffic, and their lengths in round numbers, are as follows:—

19th May, 1869.—Singleton to Muscleebrook	31 miles
20th October, 1870.—Muscleebrook to Aberdeen.....	7 "
17th April, 1871.—Aberdeen to Scone	9 "
1st August, 1871.—Scone to Wingen	10 "

The total cost from Singleton to Murrurundi, to 31 December, 1871, including Trial Surveys and all Engineering expenses, was £693,222 0s. 11d.

I have, &c.,
JOHN WHITTON.

No. 2.

EXTRACT from *Sydney Morning Herald*, 7 January, 1867.

GREAT BLASTING EXPLOSION ON THE WESTERN RAILWAY.

"THOSE who are accustomed to travel over that portion of this Colony lying between Penrith and Bathurst need not be informed of the great engineering difficulties to be encountered in the construction of a line of railway through that mountainous part of the country, as these difficulties are apparent to every one—not only to those who frequently travel to the west, but to the casual visitor. There is scarcely a level piece of ground from the rise of Lapstone Hill to the end of the line so far as it has been surveyed. From the point just mentioned to the end of No. 5 Contract (embracing the whole of the line beyond Penrith, either constructed or in course of construction) it is one series of cuttings, embankments, viaducts, bridges, tunnels, and steep ascents and descents; but great as are the difficulties along the line, an example of each is to be found in the deep ravine known as the descent into Lithgow's Valley, and in order to convey a better idea of the explosion which took place on Saturday last, it will be necessary to give a brief outline of the plan, and of the country, by which the line descends to that point where the explosion took place. From the western opening of the Clarence tunnel to Bolton's public-house, situated in the valley, and less in distance than a mile and a half as the crow flies, there is a descent of no less than 470 feet. This fall in the line is effected by a gradual descent of 1 in 42, the line being carried around a mountain from the Clarence tunnel down to the head of the ravine before mentioned. This deep ravine or valley, lying between two high and rugged mountains, the sides of which in some places are perpendicular, is irregular in direction, and hence there will be some very sharp curves in that portion of the line, some of them only eight chains radius. The irregular nature of the side of the ravine on which that portion of the line known as the Zigzag is being constructed, also renders necessary the construction of a number of cuttings, several large embankments, five viaducts, and two tunnels. On reaching the head of the ravine the line is carried across to what we shall term the south side of the valley or ravine, by means of an enormous embankment, from which it will descend in a curve, round the side, through several cuttings and two large viaducts, the construction of which has just been commenced. These viaducts will be on the edge of the cliff overlooking the valley, but no adequate idea of the difficulty of erecting, staging, and constructing the masonry works could be given short of a personal inspection of the ground. From the second viaduct the line continues to descend in the same proportion—1 in 42—through several cuttings in the solid rock, to the first reversing station, which will be situated on the very brink of the precipice,—and it would not surprise us if travellers were a little nervous at travelling over this portion of the line for the first time. Every possible precaution is being taken in the construction of the line to ensure safety; but the traveller would not be able at first to divest his mind from the idea that any accident could precipitate the train and its living freight in thundering violence to the valley several hundred feet below. On reaching the first reversing station, the line is brought, as it were, to a stop, and, forming an acute angle, it descends along the edge of the precipice, by means of heavy cuttings through the rock, and several viaducts, to a spur in the mountain, through which a tunnel seventy-five yards in length has already been constructed. Emerging from this tunnel, the line is carried over another viaduct to a second spur in the mountain, through which a tunnel of 49½ yards in length is being excavated. Thence the line will pass over a large embankment, to be supported by an enormous retaining wall, and thus it will be carried back to the head of the gully, where the second reversing station will be placed. From this point the line will be carried down the side of the ravine, almost immediately underneath the middle line, will pass round the base of the spurs, tunnelled for the middle line, and be carried by means of immense cuttings and embankments down the valley in the direction of the Mudgee Road, where, for the present, we must leave it.

"We next come to the scene of last Saturday's operations. Between two and three hundred feet from the first reversing station (which it must be remembered is on the brink of the precipice) on the middle line there stood an enormous block of stone, or spur of the mountain, which was found to contain 45,000 tons of stone, and before the middle line could be constructed this mass must be removed. Upon calculation it was found that the removal of this block by the ordinary methods of day labour and blasting would cost not less than £5,000, and this being so, it was determined to remove it by some other method. After a good deal of deliberation and many consultations it was resolved to endeavour to remove it by sinking a number of holes to a great depth on the line required for the railway, placing a large quantity of blasting powder therein, and firing it by means of an electric shock. The Government gave Mr. Cracknell permission to do all that was necessary to ensure the success of the experiment, and preparations were at once commenced. In the first instance, a ditch some six feet deep was dug across the block where the division of the projecting mass from the mountain was required, and then twenty-five holes, six inches in width, and of a uniform depth of thirty feet, were cut in this ditch. The labour of cutting these holes was very heavy, and extended over two or three weeks. Each hole was triangular in shape, one side of the triangle of each hole being parallel with the line where the division of the mass of rock from the mountain was required. The other two sides of each hole pointed towards the rock to be removed. The object of cutting these triangular holes in the way described, was to ensure the division of the rock from the mountain in the required line, and also to split up the mass to be removed into a large number of pieces, it having been found by experiment that powder in exploding generally produces fissures in a line with the corners of the hole from which the explosion takes place. In view of the economy of labour, and the necessity of keeping the side of the mountain solid for the railway, it was of the first importance that the mass of rock should be cut off as cleanly as possible, and hence the cutting of these triangular holes. The boring of circular holes would not have entailed half the labour; but had this course been taken the fracture of the rock would doubtless have been irregular, and the side of the mountain, for the construction of the line, might have been very much shattered. These holes were cut under the superintendence of Mr. Corneille, Mr. Higgins's overseer.

The preparations having been so far completed, Mr. Cracknell arrived from Sydney with the necessary electrical apparatus for firing the blast, on Friday last, and spent nearly the whole of the day in giving instructions and making arrangements for the morrow. On Saturday morning, Mr. Cracknell and Mr. Higgins, accompanied by Mr. Hulle (the Government resident engineer), Mr. Kerr, manager for Mr. Higgins, Mr. Glover, engineer for the contractor, Mr. Corneille and a numerous body of workmen, were at the scene of operations by 6 o'clock, and while Mr. Cracknell superintended the charging of the holes, Mr. Hulle (who is an amateur electrician as well as engineer) unpacked the apparatus and constructed the battery. Each hole was charged as follows:—Half the allotted quantity was first poured loosely into the hole, then the cartridge, attached to two wires, was put in to rest on the powder, after which the remaining powder was poured in, and the tamping was then put in and firmly rammed down, care being taken to avoid injuring the wires. Mr. Cracknell tested the wires after each hole was filled, to insure the connection. The cartridge consisted of a small pill-box into which the two ends of the wire were placed, and these wires were connected by means of a piece of very thin platinum wire. Around this wire was placed some gun-cotton, and the box was then filled with fine powder. The quantity of blasting powder used in this explosion was three tons and a quarter. The battery was placed between one and two hundred feet from the east end of the block to be blown down, and there was of course a perfect connection between the wire stretched from the battery and those placed in the twenty-five holes. It was intended to make an earth connection with the wire at the far end, and for this purpose a hole was drilled into the rock, and some water, to insure the connection, was poured into the hole on Friday night. Everything being ready, and a large number of ladies from different parts of the district being in the immediate vicinity, by invitation, to witness the explosion, the signal was given, and at five minutes to 1 o'clock Mr. Cracknell made his first attempt to fire the blast. Every one waited in breathless anxiety, and with some misgivings in regard to their safety—for it was impossible to foresee the consequences. The first attempt failed; and Mr. Cracknell at once judged the cause of the failure to be in the imperfect earth connection. To remedy this he determined to make a wire connection; and a new wire was consequently stretched down to the far end of the block, and connected with that end of the wire. After about half an hour's delay the second attempt was made; and this failed also. This was most annoying;—every one present was exceedingly anxious that the first attempt to blast by means of electricity should succeed, and it is no wonder that some, after the failure of the second attempt, should predict a failure. Mr. Cracknell, though perhaps more anxious than any one else, was not the man to give in without a most determined effort; and knowing that the connection between the battery and the wire in the far hole was perfect, he thought that the imperfect connection must be in the return wire. A test satisfied him of the correctness of his opinion—the wire had by some means been accidentally damaged. Another wire was now stretched from the battery to the far end, and the connection completed, a test having been applied before the third attempt was made to fire the blast. In addition to the delay thus caused, Mr. Cracknell's personal safety was somewhat endangered by having (in consequence of using up so much spare wire) to fire the charge from the battery, which, we need hardly say, was far too near the rock to be comfortable for the operator. At five minutes to 2 o'clock the third

No. 2—*continued.*

signal of "all ready" was given; the necessary touch was applied, and in an instant a dense mass of rock and earth flew into the air with a rumbling sound, like that of distant thunder, proving, beyond all doubt, the success of the undertaking. For a few seconds the scene of the explosion was obscured from view, but the immense pieces of rock leaping from point to point, and dashing with a thundering noise into the ravine below, told clearly enough that an immense mass of rock must have been dislodged. A close inspection afterwards showed that about one-third of the enormous projecting mass,—some at both ends and a large quantity from underneath—had come down, and the remaining or centre portion, which still stood, had been forced bodily away from the mountain, leaving a fissure of from six to ten feet wide along the line where the holes had been cut. It was observed that, in the forcing out of this immense block, a portion of the foundation on which it stood had crumbled away, and it now stood upon a narrow base indeed. It was evident that but little, however, comparatively, was necessary to topple over the remainder of the mighty mass, and Mr. Cracknell at once determined to remain until two or three other charges of powder could be put in, so that he might complete the work which he had so successfully commenced. Were it not that the non-removal of this mass of rock would retard the progress of the works it might be permitted to remain, as the operation of the atmosphere—especially of rain—would ere long undoubtedly send it over.

Shortly after the explosion had taken place, the party, numbering upwards of fifty persons, sat down to an excellent luncheon, served in No. 1 Tunnel. A better or cooler place for a luncheon, considering the intense heat of the weather, could not be conceived. Among those present were Mr. P. Higgins, the contractor for the section, in the chair, Mr. Andrew Brown, Police Magistrate of Hartley, Mr. Thomas Brown, Mr. Lucas, M.L.A., Dr. Flatau, Mr. Cracknell, Mr. Morgan (associated with Mr. Watkins in No. 4 Contract), Mr. and Mrs. Barton, Mrs. Walker, Mr. Forster, Mr. Roberts, Mr. and Mrs. Hulle, Mr. and Mrs. Kerr, Mr. and Mrs. Glover, Mr. Quodling, Government Resident Engineer of No. 4 Contract, also the Manager, and Contractor's Engineer, Mr. W. Cooper, Sub-contractor for No. 1 Tunnel, Mr. Corneille, and a number of others. The operations of the morning had fully prepared the company for the luncheon; and poultry, cold joints, together with champagne, sherry, and delicious cawarra, disappeared in the most surprising manner. After discussing the excellent fare provided, the Chairman gave the usual loyal toast of 'The Queen,' which was received with all the honors. Mr. Lucas, in a few well-chosen remarks, proposed the health of Mr. Higgins, a gentleman who, he hoped, would be as successful in the whole of his contract as he had been in the explosion that day. Mr. Higgins acknowledged the compliment, and expressed his determination to carry out the work of the contract to the best of his ability. In conclusion, he proposed the health of Mr. Burton, a gentleman who deserved all the credit which attached to the undertaking of laying out this line. Mr. Burton, in responding, admitted that the laying out of this line had not been done without some labour, both physically and mentally. It was a matter of great satisfaction to him to see what he might term the work of his life being so successfully carried out. In conclusion, he congratulated Mr. Higgins and Mr. Cracknell on the success of their operations that morning.

The Chairman proposed the health of Mr. Cracknell, and in doing so spoke in complimentary terms of the scientific abilities and energies displayed by that gentleman in carrying to a successful issue the event which they had all assembled to witness. Mr. Cracknell, in acknowledging the toast, expressed the pleasure which he felt in having carried the blasting operation out successfully, and his gratification that he had been of some little service to Mr. Higgins. Mr. Lucas proposed the health of Mr. Hulle, and that gentleman returned thanks. Mr. Cracknell added his testimony to that of Mr. Lucas, of the assistance rendered to him by Mr. Hulle in conducting the operations of the morning; but for the zealous co-operation and assistance of Mr. Hulle the explosion would have been much longer delayed. The health of Mr. Lucas, as the Member for the district, was proposed, and in responding Mr. Lucas took occasion to remark the great progress made in the contract during the last three or four months; he expressed his belief that in the absence of railway communication the country would never be in a really prosperous state. The Chairman proposed 'The Landowners on No. 5 Contract,' coupling with it the name of Mr. Andrew Brown. Mr. Brown suitably acknowledged the compliment. The health of Mr. Kerr, and other toasts, followed, and the party broke up early in the afternoon.

Reserving for a future occasion any details of the works now in progress on No. 5 Contract, we may state that the line throughout the whole length of the contract is in hand. Mr. Higgins, with commendable perseverance, has put men on to work wherever their services can be made available, and the result is that the construction of the line is going on simultaneously in thirty or forty different places; he has not less than 700 men now employed, and he anticipates being able to put on a large number of additional hands so soon as the remainder of this large block of 45,000 tons of stone has been disposed of."

EXTRACT from *Sydney Morning Herald*, 18th September, 1868.

GREAT BLASTING EXPLOSION ON THE WESTERN RAILWAY.

THE difficulties presented to the engineer in constructing a line of railway across the rocky mountain range lying between Emu Plains and the low country in the neighbourhood of Bathurst were, with two or three exceptions, without parallel in the world; and certainly there are no railway works in either of the other Colonies where the difficulties presented could for a moment be compared with them. In the earlier days of the Colony, the construction of a railway across the Blue Mountains was thought to be an impossibility, and it was in view of the immense difficulties presented on every hand that the author of our Constitution said that bullock-drays were the proper mode of locomotion for this country. Mr. Wentworth has, however, lived to see the iron horse snorting across the gorges of the Blue Mountains, and he may yet live to see the lines opened to the metropolis of the South, and the metropolis of the West. Years were spent in surveying the country to the west of Penrith; a practical route was at length discovered, a line was eventually laid out, and a railway to Bathurst became a possibility. Those who are accustomed to travel by the Western line so far as it is open to the public, need not be told of the immense amount of skill, labour, time, and money that were required to complete the line to Mount Vittoria, although many of the difficulties have disappeared in the actual construction of the line. There is scarcely a length of 10 chains either of straight or level line from the rise of Lapstone Hill to the crossing of the Mudgee Road, at the foot of Lithgow Valley; and for present purposes we need not go further, although there is a good deal of broken country lying between this point and Bathurst. Deep cuttings, enormous embankments, steep gradients, and sharp curves—some of them having a radius of 8 chains only—are everywhere met with; and nowhere were the difficulties to be encountered in laying out the line so great as in descending from the tunnel through Mount Clarence to the foot of Lithgow Valley. The head of this valley consists of a deep rocky gorge, and is the wildest place imaginable for the construction of a railway. In some places the line will be cut from the sides of the solid rock,—in other places it will be carried over immense viaducts of masonry, and in one place it will pass through a tunnel cut through an immense mass of jutting rock. The descent of the line from the top of the cliffs down to this deep glen will be obtained by means of a zigzag similar to that just above the viaduct over Knapsack Gully, only very much longer, the gradient in the Lithgow Valley zigzag being 1 in 42. In order to construct this portion of the line, an enormous quantity of blasting has been done, and much more requires to be done. Some twenty months ago a very large mass of projecting rock that required to be removed before the middle line of the zigzag could be constructed, was displaced by means of blasting-powder, fired by electricity, and a report of the operation appeared in this journal at the time. Some weeks ago it was found that another enormous mass of projecting rock, measuring 40,000 cubic yards, would require removal, and it was again determined to invoke the aid of powder and electricity. In the first instance, a tunnel (known as No. 2 tunnel) was cut through this rock, and shortly afterwards the engineers began to entertain doubts whether the rock would stand, as it was found to contain a large number of deep fissures, through which sand, &c., were continually running. It was also found that a large portion of this rock rested upon a bed of pipeclay and shale, which only required the inlet of water to cause the overhanging mass to slip away. Under these circumstances, to avoid the possibility of an accident to a train, Mr. Whitton, the Engineer-in-Chief for Railways, determined to have the rock removed, and he gave instructions to the contractor, Mr. Higgins, to take it down. With the permission of the Government, Mr. Cracknell, Superintendent of Telegraphs, undertook to have a powerful battery on the ground, and to fire the charges of blasting-powder which would be deposited in the rock. The removal of the whole of the block at one explosion would, of course, effect an immense saving of time, labour, and consequent expense; and Mr. Higgins and his employes commenced to make preparations for the great blast. In the first instance, they cut three chambers in the face of the rock, inside the tunnel—one 32 feet, one 27 feet, and one 22 feet—and then others at right angles, giving them the form of the capital letter T, and in these chambers, which were on a level with the

No. 2—*continued.*

floor of the tunnel, were deposited two tons of powder. On the top of the rock, fifteen drives, varying from 20 to 30 feet in depth, were bored, and in these holes were deposited one ton and a half of powder. The battery by which the whole of the powder was instantaneously fired was composed of fifty-eight cells, and is known as Callan's Maynooth Battery. All the wires terminated in a fuse, composed of copper and zinc, which was enclosed in a small circular deal box, and deposited in the centre of each charge of powder. The wires were then attached to the two other wires that were connected with a switch, or circuit closer, placed about a hundred yards from the rock to be removed, where everything was prepared for the explosion when the proper moment should arrive.

"Having written thus much of the necessity for the removal of the rock, and the mode of effecting it, we must say something of the distinguished personages who were present on the occasion of the explosion on Wednesday last. A special train, with the Governor and Countess of Belmore, Mrs. Rowley Lambert, Miss Gladstone, the Hon. J. and Mrs. Martin, the Hon. J. Byrnes, Minister for Works, the Hon. J. B. Wilson, Minister for Lands, and the Hon. J. Docker, Postmaster General, left Sydney at 8 o'clock in the morning, and arrived at the Mount Vittoria station at about noon, where vehicles were in waiting convey them to the scene of the explosion, a distance of 17 miles. The party arrived at the head of the valley at about 4 o'clock, and were escorted by Mr. Higgins up to a large cleared space on a level with the tunnel to be operated upon, and some 200 yards from it, where a tent had been erected, and an excellent luncheon provided. Having their appetites sharpened by the long journey, the party from Sydney sat down and discussed with keen relish the viands and wines before them. In the immediate vicinity of this tent was a long table amply furnished with all the requisities of a cold collation, liberally provided by Mr. Higgins for his friends and visitors, some of whom had come from Bathurst to witness the blast. There were also present a large number of persons from Hartley, Bowenfels, and surrounding districts, besides a number of gentlemen from Sydney, including the Rev. Dr. Forrest, the Rev. Thomas Smith, Mr. Piddington, M.L.A., Mr. G. Russell, of the firm of P. N. Russell & Co., Mr. Rae, and others.

"Mr. Mackel, of Hartley, was present assisting Mr. Cracknell and Mr. P. B. Walker, in charging the battery and making other preparations for the blast. We must not omit to state that Mr. Cracknell during the forenoon tested the wires and satisfied himself that the circuit was complete, by sending a slight shock, with a galvanic battery, through the whole length of wire.

"Justice having been done to the excellent luncheon provided by Mr. Higgins, preparations were made for the explosion, and the parties present began to disperse to various projecting points where a good view of the effect of the blast might be obtained. The Countess of Belmore, who had consented to fire the blast, with Earl Belmore, Mr. Martin, Mr. Byrnes, Mr. Wilson, Mr. Higgins, and a few others, stood close to the table from which the electric spark was to be flashed, but the remainder of the people, who at this time numbered several hundreds, probably not far short of a thousand, stood in various places further removed from the scene of operation. Lady Belmore, having been instructed as to what she should do, at a given signal turned the circuit closer to the right, and instantaneously the effect was seen and heard in a dense cloud of dust and stones being hurled into the air, and by a deep rumbling, rather than a loud sharp sound. For a moment the effect upon the rock could not be seen, nor, indeed, was it looked for by those who stood near the table, as their eyes were turned into the air to look out for falling stones; but as soon as the dust cleared away a little it was observed that the explosion had caused a wide deep rent in the top of the mass of rock which had thus become in a great measure detached from the cliff; and inasmuch as a portion of the rock lower down and outside was seen to be crumbling away at the enormous weight of rock above, the entire mass appeared to require but a push and the whole would tumble over into the valley below. The same reason which necessitated the removal of the mass in the first instance had now prevented the powder from exercising the full force which it would have exhibited upon a solid rock; that is to say, a portion of the force of the powder had escaped through the fissures in the rock. The entire block was now completely shattered, and a few seconds after the blast was fired the roof of the tunnel fell in. It was the opinion of most people who saw the effect of the explosion that the whole body of rock, thus loosened and shattered, would speedily come down, especially after a fall of rain; and Mr. Higgins, who was well satisfied with the result, stated that if it did not come down of its own gravitation it would only require a small shot in the top of the rock to topple it over.

"Having made as close a survey of the block operated upon as was consistent with safety, the party began to disperse. The Governor and suite walked down to their carriages, and entering them, drove back to the railway station at One Tree Hill. Before reaching the top of Mount Vittoria the horses were knocked up, and the ladies as well as the gentlemen were compelled to walk. The party arrived at the station shortly after 8 o'clock, but in consequence of the 5 o'clock train from Sydney being on the line, the special did not leave till a few minutes to 10 o'clock. The train, without further incident, arrived in Sydney at a few minutes to 2 o'clock a.m., and the party, somewhat wearied with so long a journey, were glad to get back."

No. 3.

New South Wales Railways.

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

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney,
30 January, 1872.

Sir,

I have the honor to report that the whole of the Government Railways in this Colony have been maintained, during the year ended 31st December, 1871, in good order and condition; and that the whole cost has been charged to the Vote for Working Expenses.

On the Southern Line, between Parramatta Junction and Liverpool, six miles and a quarter ($6\frac{1}{4}$) of the Permanent Way have been entirely relaid with new sleepers and ballast.

On the Western Line, between Parramatta Junction and Blacktown, five miles and a quarter ($5\frac{1}{4}$) of the Permanent Way have been relaid with new sleepers and additional ballast.

During the year, nine miles of the Northern Line, originally laid with half-round sleepers, have been entirely relaid with new sleepers and additional ballast.

The relaying of the Southern, Western, and Northern Lines, where half-round sleepers were originally laid down, will be proceeded with as rapidly as first-class sleepers can be obtained.

Under the head of Schedule G (Improvements and Additions to Works and Buildings), the sum of £5,779 12s. 7d. has been expended and charged to Working Expenses. This sum includes the enlargement of the Bridge at Newtown, upon which £1,764 5s. 10d. was expended; and also, £1,023 7s. for additional Signals at Stations.

I have, &c.,
JOHN WHITTON.

No. 4.

REGULATIONS FOR THE STEAM CRANES AND WHARF AT THE PORT OF NEWCASTLE, NEW SOUTH WALES.

Department of Public Works,
Sydney, 29 October, 1869.

His Excellency the Governor, with the advice of the Executive Council, directs the publication of the following Regulations for the Steam Cranes and Wharf at the Port of Newcastle, New South Wales, in lieu of those published in the *Government Gazette*, and dated 5th August and 7th November, 1864, and in addition to those that were existing previous to those dates.

JOHN SUTHERLAND.

REGULATIONS.

(To come into operation on and after the 1st January, 1870.)

EVERY person or company using the steam cranes, staiths, drops, or wharfs, will do so subject to the following regulations and conditions:—

1. The berths at Newcastle under the cranes, staiths, or drops, shall be reserved for vessels requiring the use of these appliances either to load or unload cargoes,—vessels loading coal to have the priority.

2. Vessels occupying the crane berths to load with coal, will be required to receive and trim the coals at the following average rates, namely:—Loading at cranes Nos. 1, 2, 3, and 4, 400 tons per day—at the other cranes, 600 tons per day, if required, and a proportional quantity in each and every case for half or quarter days. Coal to be shipped at night, if required by the Wharfinger, at the rate of 40 tons per hour, at cranes 1, 2, 3, and 4, and 60 tons per hour at other cranes.

3. Any vessels occupying berths under Government staiths or drops for the purpose of loading with coals, shall each be required to receive and trim the same at the rate of not less than 500 tons per day, if required, or a proportionate quantity for half or quarter days. Coal to be shipped at night, if required by the Wharfinger, at the rate of 50 tons per hour.

4. Vessels occupying berths to load with coals, and which shall not have received the quantities of coal above mentioned within the time specified, shall be liable to immediate removal from the wharf by the Harbour Master, to make room for the next vessel in turn, in accordance with the 3rd and 7th clauses of the Regulations to be observed in the Harbour of Newcastle, in the case of vessels loading at the coal shoots, as published in the *Government Gazette* of the 7th January, 1862: or, if not so removed, the master or owner of any such vessel shall forfeit and pay to the Commissioner for Railways the sum of 30s. per hour for every hour that his vessel continues to use such berth to the exclusion of other vessels, without receiving the quantities of coals before mentioned,—such penalty, when incurred, to be deposited in the hands of the Wharfinger before proceedings are taken to complete loading.

5. Should vessels occupying such berths be prevented from receiving the quantities of coals before mentioned, within the times specified, by the delay, neglect, or inability of the Coal Company loading or supplying coals to such vessel to furnish the same, then and in such case the Commissioner for Railways may charge such Company at the rate of 30s. per hour for every hour that any such crane, staith, or drop may be kept idle through such delay, neglect, or inability of the said Company to supply the quantity of coals per day or night, or part of a day or night, as aforesaid.

6. Any Coal Company, or master, or owner, or agent of any vessel, or other person or persons requiring the use of any of the steam cranes, staiths, or drops, for the purpose of shipping coals, or loading or unloading cargo at the wharfs at Newcastle, shall register his or their application in a book to be kept by the Wharfinger or other officer appointed or to be appointed for the purpose of receiving the same, specifying the length of time the crane, staith, or drop will be required after the vessel shall have been berthed at the wharf, the quantity of coals to be shipped, and the name of the vessel and of her master or owners intended to receive it, with draught of water when loaded, and the name of the Company supplying the coal.

7. Vessels shall occupy the crane, staith, or drop berths in the order of their arrival in port; such order of arrival shall be entered in a book to be kept for that purpose at the Harbour Master's Office, and should any vessel not be in readiness to move to the berth when her turn arrives, then the vessel next on the list shall take the turn, and the vessel so losing her turn shall take the next succeeding turn on the list if ready. Any dispute as to the order of arrival shall be settled by the Harbour Master. This regulation not to apply to vessels loading with coals for the use of Her Majesty's ships, which shall have the privilege of loading at any time without waiting their turn, nor to steamers (hereafter provided for).

8. All goods placed upon the wharfs at Newcastle shall be removed therefrom, within twenty-four hours, by the owner, agent or consignee; and should such goods not be removed by that time, then the Wharfinger shall have power to cause the same to be removed at the cost of such owner, agent, or consignee, or charge wharfage rates thereon of 2d. per packet, or 1s. per ton per day, at the option of the Wharfinger.

9. Any vessel requiring the use of the cranes for the purpose of loading or unloading general cargoes, will be charged at the rate of £8 per day, if occupying the berths opposite cranes Nos. 1, 2, 3, and 4, and £12 per day if occupying berths opposite any of the other cranes. Vessels occupying berths at the wharf for discharging cargo or ballast, shall do so at the rate of not less than 60 tons per day: in default may be removed by the Harbour Master.

10. Should any vessel require a night turn at the cranes, application may be made to the Wharfinger, who shall grant same after satisfying himself that there are sufficient trimmers to complete her loading in proper time. Vessels failing to complete loading through the night will be removed before 6 a.m. on the following day.

PROVISORS.

Regulations for Steam-vessels.

1. Steam-vessels shall take precedence over sailing-vessels at any crane which the Wharfinger may, for the time-being, set apart for them, always providing that not more than one crane berth shall be occupied by steam-vessels at any one time, except there be not sufficient sailing-vessels ready to occupy the remaining crane berths.

2. In the event of the berth set apart for steam-vessels not being required for immediate use, any sailing-vessel may be placed in such berth, but such sailing-vessel shall not occupy such berth for a longer period than twelve working hours, if the same shall be required for a steam-vessel.

3. Any sailing-vessel which may have been placed at the berth set apart as aforesaid, and which, in the opinion of the Wharfinger, can complete her loading within twelve hours, will be allowed to do so: Provided the Wharfinger is satisfied with the steps taken for loading and removal from such berth, within twelve working hours from the time such sailing-vessel shall have been placed in such berth.

No. 5.

Department of Public Works,
Railway Branch,
Sydney, 8 April, 1870.

AMENDED INSTRUCTIONS TO TRAFFIC AUDITOR.

ISSUED for his guidance, and for the information and guidance of the Officers of the Branches affected thereby.

JOHN SUTHERLAND,
Commissioner for Railways.

THE Traffic Audit Branch will for the future be a separate and distinct branch of the Railway Department, and the Traffic Auditor will communicate on all official business connected with the discharge of the several duties entrusted, or that may be entrusted to him from time to time, directly with the Commissioner, to whom he will be solely responsible.

2. All books, accounts, tickets, and forms, kept by Station-masters are placed under the direct supervision of the Traffic Auditor, who will be held responsible for the proper keeping of all such station books and accounts, and for the due preparation of all returns, &c., required for the Audit Office.

3. Station-masters are therefore hereby enjoined to pay the strictest attention to the Traffic Auditor's instructions and suggestions for the more efficient keeping of their books, accounts, and returns. All queries on accounts must be replied to by Station-masters without reserve or evasion, and authorities supplied whenever required without demur or delay.

4. The Traffic Audit Office shall be furnished with the following returns, &c., *daily*—
From every Station-master—

(1.) A return showing the total amounts of each day's receipts under the several headings of Coaching traffic, and the total amount of money remitted to the Accountant for Railways.

(2.) A similar return for Goods traffic.

(3.) A "Ticket Collector's Return, &c.," accompanied by each day's collection of passengers' tickets or passes.

From the Accountant for Railways—

(1.) A statement of all moneys received by him from Station-masters.

(2.) A statement showing particulars of all moneys received by him from other sources, distinguishing those on account of Revenue from those on account of Loan Services.

From the Bank of New South Wales, statements of the amounts deposited by the Accountant for Railways on account of Revenue and Loan Services to the credit of the Colonial Treasurer.

The Chief Clerk of the Railway Department will also furnish the Traffic Auditor, as circumstances require, with copies of all minutes and authorities of the Commissioner for Railways relative to the sale by auction, or otherwise, of Railway Materials, Stores, &c., together with full particulars of the conditions of all such sales, and also, at the termination of each quarter, with a list of all fines that have been inflicted on Officers or Servants.

5. At the end of each calendar month, the Traffic Auditor will see that all station books and accounts are closed and balanced, and that abstracts of the month's traffic (under the several divisions of coaching and of goods traffic) *inwards* and *outwards*, are forwarded by the several Station-masters to the Audit Office, together with accounts current for coaching and for goods traffic.

6. The various Returns and Accounts, &c., before mentioned must, without delay, be carefully checked, compared, and adjusted in the Traffic Audit Office; after which the Traffic Ledgers and other records of the Audit Office must be written up therefrom.

7. The monthly Earnings for Traffic will be divided among the several Lines of Railways, in the Traffic Audit Office; the divisions to be calculated and apportioned according to a mileage rate. The Monthly Statement of such divisions of Earnings to be forwarded to the Accountant for Railways.

8. A General Monthly Balance Statement for the Traffic on the whole of the Government Railways, and also for the Revenue derived from other sources on account of Railways, is to be furnished by the Traffic Auditor to the Commissioner for Railways, as soon after the close of each month as may be possible, accompanied with such remarks as he may think necessary.

9. The Traffic Auditor will be required to certify the Monthly Attested Statement of Receipts prepared by the Accountant for the signature of the Commissioner for Railways, and transmission to the Auditor General.

10. The Traffic Auditor must see that all stations are visited either by himself or his officers, at least once a month, that the books and accounts of each are duly inspected, and that the balances of cash in hand are examined and compared with such books and accounts at such times.

11. Requisitions for tickets must be forwarded in the first instance to the Traffic Auditor, who will, after comparison with the books of his office, and on being satisfied that such supplies are actually required, transmit the same to the Chief Clerk of the Railway Department, or to such other officer as may be duly charged for the time being with the custody and issue of Railway tickets. Immediately after such requisitions have been fulfilled, the Chief Clerk or other proper officer will furnish the Traffic Auditor with a detailed statement of the tickets so furnished.

The Traffic Auditor must report at once to the Commissioner all irregularities, whether of remissness, inefficiency, or otherwise, in which the proper collection of and accounting for the Revenue may not appear to him to be properly provided for.

RAILWAY STORE ACCOUNTS.

1. The books and accounts of the Railway Storekeepers are also placed under the supervision of the Traffic Auditor, who will make the necessary arrangements for taking a complete inventory of all goods (not including rolling-stock) on hand at the Redfern and Newcastle Stores at the 30th June and 31st December respectively in each year.

2. The Storekeepers at Redfern and Newcastle will furnish to the Traffic Auditor, by the 20th of each month, abstracts of the previous month's Imports and Colonial Purchases, and of all goods otherwise received into Store. As early in the months of January, April, July, and October as practicable, they will also furnish to that officer, Balance sheets for the previous quarter, showing therein, under the several heads of account in their respective "Stock Ledgers," the value of Stores on hand at the beginning of the quarter, the value of goods received into and the value of goods issued out of Store during the quarter, and the value of the goods in hands at the end of the quarter. The Traffic Auditor will furnish the Storekeepers with the form of Balance sheets to be used in supplying such information.

3. Monthly abstracts of the quantities and values of Stores issued for consumption must be furnished by the Storekeepers on or before the 15th of every month to the Engineer-in-Chief, the Traffic Manager, and all other officers to whom Stores have been supplied. These officers will at once check, or cause to be checked, such monthly abstracts, and after the same have been duly verified, forward them, before the close of the month, to the Traffic Auditor. On receipt of such statements, the Traffic Auditor will examine the same, and apply such tests to the values of the issues therein shown as will, in his opinion, prevent any misappropriation of Stores, and secure the correct keeping of the Store Accounts at Redfern and Newcastle.

4. Monthly abstracts of all Imports and Payments for Colonial Purchases debited to the "Store Advance Account" in the books of the Head Office, will be furnished by the Accountant for Railways to the Traffic Auditor, on or before the 20th of the month following that for which such Abstracts are furnished. The Accountant will also furnish with the Abstracts for January, April, July, and October, quarterly Balance sheets of such "Store Advance Account," which must in every case agree with the books of his office.

5. Heads of Departments requiring Stores will, whenever practicable, order one month's supply at a time, so as to reduce the clerical duties of the Storekeepers as much as possible.

6. The Abstracts and Balance sheets above referred to are to be examined and adjusted in the Railway Audit Office, and a report on the state of the Store Accounts generally must be furnished by the Traffic Auditor to the Commissioner for Railways, as soon after the termination of every quarter as practicable.

No. 6.

TRIAL SURVEYS AND CHEAP RAILWAYS—NARROW GAUGE.

(A.)

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

Department of Public Works,
 Railway Branch, Engineer's Office,
 Sydney, 28 August, 1867.

Sir,

I have the honor to lay before you the following Report on the Trial Surveys for the extension of the Southern Railway from Goulburn towards the Murrumbidgee River.

The Plans named below accompany this Report, viz. :—

PLANS.

- No. 1.—From Goulburn to the Cullarin Range, showing the direction of the proposed Railway by a *red full line*. Scale, 2 miles to an inch.
- No. 2.—From Cullarin Range to Bowning, the proposed Railway is shown by a *red full line*. Scale, 1 mile to an inch.
- No. 3.—From Bowning to Murrumburrah, the proposed Railway, *via* Binalong, Murrumburrah, &c., is shown by a *red full line*, and the Main Range deviation by a *blue line*. Scale, 2 miles to an inch.
- On this map is also shown a *green line*, joining the red and blue lines between Bowning and Bendemine, which can be adopted to form a junction with the Main Range deviation, should it be found advisable to abandon the red line beyond Bowning.
- No. 4.—A general map of the Colony, showing the line *via* Yass, Murrumburrah, &c., *in red*, and the Main Range deviation *in blue*. Scale, 16 miles to an inch.

SECTIONS.

- No. 5.—Section of proposed Railway from Goulburn to the Gap Inn, at Jerrawa, taken over the line shown on plans Nos. 1 and 2 *in red*.
- No. 6.—Section from the Gap Inn to a point about 7 miles beyond Binalong, and taken over the line shown on plans Nos. 2 and 3, *in red*.
- No. 7.—Section of the Main Range deviation, from a point near to Yass to (4) four miles beyond Moppitty Gap, being about 4 miles to the south-east of Young, taken over the line shown on plan No. 3, *in blue*.

The full lines show the traverses completed, and the dotted lines those now in progress.

The mileage of this extension commences at the Dog Trap Road, at Parramatta, near to the junction with the Western line, being 13½ miles from Sydney; if, therefore, the mileage be required from Sydney to any point on these extensions, 13½ miles must be added to the distances figured upon the plans or sections.

The trial surveys commence in the town of Goulburn, at the termination of Contract No. 7, at an elevation of 2,070 feet above the sea, and, crossing the Sloane-street on the level, proceed in a south-westerly direction, crossing the Run of Water Creek at 3 miles from Goulburn, and the Main Southern Road at 7½ miles from Goulburn; then crosses the first Breadalbane Plain, and the Main Southern Road at the entrance of the second Breadalbane Plain; thence running in a westerly direction, crosses the third Breadalbane Plain, and near the head of Mutbilly Creek, or Boorangullen Chain of Ponds, reaching the summit of the Cullarin Range, at an elevation of 2,338 feet above sea level, at a point 141 miles on the section.

The works on this length are of a light character, with no gradient steeper than 1 in 80; and, to avoid repetition, I may here say that it is not proposed to adopt, throughout the whole of these extensions, any curve of a less radius than 30 chains.

Winding round the Cullarin Range, the line crosses the Main Southern Road twice, and proceeding in a westerly direction, crosses Frankfield Creek, Lerida Creek or Fish River, the Main Southern Road at the east end of Gunning; thence in a south-westerly direction, crosses the Main Southern Road three times before reaching Oolong Creek; thence crossing Oolong Creek, the head of Sandy Creek, Jerrawa Creek, and the Main Southern Road at the Gap Range, follows generally the direction of the Old Yass Road over the Muntoonen Range, which is passed at an elevation of 2,185 feet above the level of the sea, and at a distance on the section of 168½ miles, and 48 miles from Goulburn.

From the Cullarin Range to this point the works are much heavier, and necessitate the adoption in several instances of inclines of 1 in 50.

The Cullarin Range is crossed by a tunnel of 440 yards in length, but this can be avoided by introducing a curve of 20 chains radius instead of 30 chains—the one now used—should it be considered advisable.

From the crossing of the Muntoonen Range the line follows the direction of the Old Yass Road, and at 175 miles forms a junction with the proposed Main Range deviation.

From this point, the line crosses Yellow Creek Road, the Main Southern Road at North Yass, Bango Creek, again crosses the Main Southern Road near to Yass, Derringullen Creek, Bowning Creek near to Bowning; thence following the direction of the road from Bowning to Binalong, crosses Dunderalligo and Illalong Creeks, and follows generally the direction of the road to Binalong, passing on the north side of Binalong and Mount Bobbara, reaches a point about midway between Mount Bobbara and Spring Creek, being a distance of 8 miles beyond Binalong, and 209 miles on the section, or 88½ miles from Goulburn.

From Muntoonen Range to the end of the section of the red line, the works are of a lighter character than those between the Cullarin Range and the Muntoonen Range.

Through the Muntoonen Range a deep cutting will be necessary, the extreme depth being 67 feet. This is the heaviest cutting on the line. The gradients throughout are good, the steepest being 1 in 50.

It is not proposed to carry the line so near to Yass as shown on plan No. 2; a deviation will be made at this place, to improve the direction of the line.

MAIN RANGE DEVIATION.

Blue line on Plan.

This deviation leaves the red line at 175 miles, near to Yass, and is shown on the plan by a *blue line*.

After crossing the Yellow Creek Road, Bango or Jones' Creek, Fairy Hole Creek, Derringullen Creek, Limestone Creek, Hassall's Creek, touching on the south side of the Boorowa River, the line follows the range dividing the tributaries to the Boorowa River and Jugiong Creek, in the direction of Nurong, crossing Berriwa Flat and Douglas Creeks, passes through Nurong; thence in a direct line, skirting the south side of the Main Range, crosses the head of Riley's Creek; thence along the range to Moppitty Gap.

The length of this deviation is 50 miles, and the distance from Goulburn is 104½ miles.

The whole of the works on this line are comparatively light, with the exception of a tunnel 792 yards in length through one of the spurs of the Main Range; the steepest gradient on this deviation being 1 in 50.

The traverses over the red and blue lines shown on the plans not having reached a common point, I cannot yet give an opinion as to which of the lines it would be desirable to adopt.

The works on both the lines (with the exception of the tunnel on the blue line) are much of the same character, and the cost of each line will be about the same per mile; but the blue line will be about 4 miles longer than the red line.

The sections from Goulburn to the Gap Range (42 miles) have been in my possession for some weeks, and the quantities of the earthworks on this length have been ascertained.

The sections of the remaining portions of this extension only reached me on the 20th instant, and I have therefore not had time to prepare an estimate of the cost; but judging from the works required on the first 42 miles, I have no doubt that either of the lines could be constructed in the most substantial manner for £10,000 a mile.

No. 6—*continued.*

SUMMARY OF DISTANCES.

<i>Red line.</i>		Miles.
From Goulburn to the junction with Main Range deviation		54½
From the Junction to the end of the section beyond Binalong		34
Total length of red line		88½
<i>Blue line.</i>		Miles.
From Goulburn to the Junction with Main Range deviation, as before stated		54½
From the Junction with the red line to Moppity Gap.....		50
Total length from Goulburn		104½

The following table shows the height of the proposed line of Railway above sea level at the various places named therein, viz. :—

Goulburn	2,070	feet above sea level.
Cullarin Range	2,388	do.
Fish River	1,908	do.
Gunning	1,862	do.
Mundoonen Range	2,185	do.
Yass	1,598	do.
Bowning	1,778	do.
Binalong	1,569	do.

I have, &c.,
JOHN WHITTON.

(B.)

PROPOSED EXTENSION OF THE GREAT SOUTHERN RAILWAY FROM GOULBURN TO ALBURY.

Engineer-in-Chief to Commissioner.

10 July, 1869.

I DESIRE to draw the Commissioner's attention to a proposition made by the Government of Victoria, for the construction of a Railway direct from Melbourne to Albury, to be called the North-eastern Railway.

The distance from Melbourne to Albury by the proposed route is 186 miles, leaving a gap of 230 miles only between Albury and Goulburn.

My object in calling the Commissioner's attention to this matter is to suggest the immense advantages which would accrue to this Colony if the Southern Railway were carried on to Albury to meet the Railway from Victoria.

The total distance (Sydney to Melbourne) would be about 520 miles, which, by express trains, could be easily run in 20 hours, and the mails between the two cities could be delivered in 24 hours.

The country between Goulburn and the Murrumbidgee is not a difficult one, but I have no surveys between the latter place and Albury, but I understand there are no engineering difficulties.

I have no doubt the whole distance between Goulburn and Albury (230 miles) could be constructed in the same substantial manner as the present lines, including all rolling-stock and stations, for two millions and a half; and if the contracts were taken for the entire distance simultaneously, the line might be open for traffic in five years from the present time.

There is only one matter which would be at all likely to delay the opening of the line beyond the time I have named,—the difficulty in procuring labour, but this I think might be overcome by a judicious system of immigration.

By the construction of this line one of the finest districts in the Colony would be opened for the settlement of a large agricultural population.

JOHN WHITTON.

(C.)

MEMORANDA for the Honorable the Minister for Public Works, of the progress, &c., made with the trial surveys of the proposed Extensions of the Southern, Western, and Northern Railways.

GREAT SOUTHERN RAILWAY.

Proposed Extension—Goulburn to Yass.

The whole of the trial surveys and sections on the proposed extension of the Great Southern Railway from Goulburn to Yass are completed.

Deviations have been made in this line since it was submitted to Parliament in the Session of 1867-8, which will shorten the length between 3 and 4 miles. Estimates of the probable cost are now being prepared.

The general course of the line, with the exception of the slight deviations already named, will be the same as that originally laid out, viz., from Goulburn *via* Bredalbane Plains, Gunning, and the Old Gap Range to Yass.

No engineering difficulties occur, and the tunnel, as originally proposed, through the Cullarin range will be avoided.

The total length of the line, from Goulburn to Yass, will be 54 miles.

GREAT NORTHERN RAILWAY.

Proposed Extension—Murrurundi to Tamworth.

GOOD progress has been made with the trial surveys on this proposed extension from Murrurundi to Tamworth. The country has been explored between these two places in two directions,—one from Murrurundi, *via* Wallabadah, Goonoo Goonoo, &c., to Tamworth, and the other from Murrurundi to Tamworth, *via* Quirindi, Currabubula, &c.

The latter being apparently the most favourable, it is being surveyed with all possible dispatch, and will probably be finished in September next.

From the trial sections already taken I apprehend no engineering difficulties.

The surveys not being sufficiently advanced, I cannot obtain the exact length of the proposed extension, but it will probably be about 56 miles.

GREAT WESTERN RAILWAY.

Proposed Extension—Bathurst to Orange.

CONSIDERABLE progress has been made with the trial surveys on this extension from Bathurst to Orange, and will probably be completed early next month.

The route of the proposed line now being surveyed will be from the terminus at Bathurst, *via* the townships of Grantham, Galbraith, Blaney, Guyong, and Shadforth, to Orange.

No engineering difficulties occur, and the total length of the line will be 44 miles.

From the information now in my possession, I anticipate the average cost of the whole of these extensions will not exceed £10,000 per mile.

JOHN WHITTON.

No. 6—continued.

(D.)

The Engineer-in-Chief to The Commissioner.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 26 April, 1870.

Minute Paper.—Proposed Extensions beyond Goulburn, Bathurst, and Murrurundi.

WITH a view of preparing careful estimates of the proposed extensions of the Railway from Goulburn, Bathurst, and Murrurundi, I propose to send out a competent staff (so far as the present balance on the Trial Survey Vote will permit) to improve the original trial surveys, so that most reliable information can be given as to the exact cost of each extension. I propose to commence with the Southern Railway, from Goulburn to Yass, and to prepare estimates for the gauges of 4 feet 8½ inches, 3 feet, and 2 feet; to reduce the width of formation in cuttings, for the gauge of 4 feet 8½ inches, from 18 feet (the width of the present lines) to 12 feet; to adopt curves of 20 chains radius, and inclines of 1 in 40 where any saving can be effected in earth-works, to reduce the depth of ballast, and to shorten the sleepers to 8 feet.

I propose to use rails of 75 lbs. per yard, the same as at present, but to dispense with the chairs (which will effect a saving of about £300 a mile), to have sleepers of an inferior quality to those now in use, and to construct as far as practicable the bridges and culverts of timber; to erect timber stations and timber platforms, and to reduce the cost of construction by every possible means.

For the gauge of 3 feet, I propose to have a formation width in cuttings of 10 feet, and to use a rail without chairs of 60 lbs. to the yard.

For the gauge of 2 feet, I propose a formation width of 9 feet, and to adopt a rail of 50 lbs. to the yard.

As little is known by this department of the country between Wagga Wagga and Albury, I think it would be advisable to have a trial section taken through that district, so as to complete the trial surveys to the boundary of this Colony.

If the Commissioner approve of this suggestion, I will despatch the surveyors in the early part of next month.

JOHN WHITTON.

Approved—J.S., 26/4/70.

(E.)

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 4 August, 1870.

Memoranda to Mr. Mason.

ACTING upon instructions I have received from the Honorable the Minister for Public Works, I have to direct Mr. Mason to make immediate arrangements for leaving Sydney and taking charge of the trial surveys between Wagga Wagga and Albury.

Mr. Mason's first duty will be to explore the country and determine upon a line to be surveyed and levelled. This must be done before any surveyors are sent into the field; and on Mr. Mason reporting to me that the exploration of this length is completed, I will send up a staff of surveyors to proceed with the work.

Having completed the examination of this portion of the line, Mr. Mason must connect it, at the most convenient point, with the former trial survey which was made from Goulburn to the Murrumbidgee, and also examine the whole of the country through which this survey was made, as far north as Yass, with a view to improving the section. This length will also have to be relevelled after the necessary deviations have been decided upon.

The plans to be plotted to a scale of 10 chains to an inch, and the sections to scales of 10 chains to an inch and 100 feet.

The flood-levels to be accurately ascertained, and every inquiry made as to the quality of the timber in the neighbourhood, its suitability for Railway purposes, and cost; similar information must be obtained with reference to stone, bricks, and ballast.

Progress Reports to be forwarded fortnightly to this office.

JOHN WHITTON.

It is not necessary to continue this survey; years may elapse before any steps can be taken for the construction of a Railway in the locality where the Assistant Engineer and his party are employed; the Engineer-in-Chief for Railways will be good enough to withdraw the whole staff off this work immediately.—J.B., 23/12/70.

I presume, from the Commissioner's minute, that all trial surveys are to be at once stopped. If this is so, it will be my painful duty to have to recommend that notice be given to the following gentlemen that their services will not be required after the 31st January, 1871:—

Mr. Melrose,
Mr. Mann,
Mr. Palmer,
Mr. Francis,
Mr. Jamieson,
Mr. Kennedy.

J.W., 28/12/70.

This is the intention of the Government at present.—J.B., 3/12/70.

(F.)

The Engineer-in-Chief to The Commissioner.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 5 August, 1870.

Minute Paper.—Proposed Extensions of Southern, Western, and Northern Railways.

WITH reference to the proposed change of gauge for the extensions beyond Goulburn, Bathurst, and Murrurundi, I must express my decided opinion that any reduction would be attended with the most serious inconvenience, and cause great loss to the revenue.

It has been assumed that a very large traffic on all the lines will be derived from the carriage of live stock; and, setting aside the difficulty of changing wild cattle wherever the difference of gauge may exist, I assert that no traffic of this description can be carried economically on a less gauge than 4 ft. 8½ in., and on a 2-ft. gauge it would be impossible to conduct such a traffic with safety.

It has been asserted by the advocates of the narrow gauges (3 ft. 6 in. and 2 ft.) that a 40-lb. rail can be used on such lines, and thus a great reduction on first cost of construction can be effected.

To this I say, that a rail weighing only 40 lbs. to the yard is utterly useless on any gauge where locomotives are employed.

The Cawnpore and Lucknow Branch Railway in India was laid with rails weighing 40 lbs. to the yard, with a gauge of 5 ft. 6 in., and was worked by locomotives; and although the traffic was light, the rails failed within twelve months of the opening of the line.

Many other examples could no doubt be found to show that what is termed a cheap Railway is always the most costly, as the extra cost of working and maintenance is, by the advocates of this system, left entirely out of the calculation.

From M. Higinbotham's Report to the Commissioner of Railways in Victoria, on the subject of Railway Extension, I have taken the subjoined particulars, showing the estimated cost of the North-eastern Railway of that Colony, as compared with the cheapest known lines in the United Kingdom.

No. 6—continued.

" I propose to take each of these cases, for the purpose of showing what each line would have cost if constructed by labour paid at Victorian rates ; and, with a desire to understate rather than overstate the case that I am laying before you, I will assume that the price of labour here is one and a half times higher than in England and Scotland, and only twice as high as in Ireland. I will assume also that the weight of the rails on each line is the same as I propose for the North-eastern Railway—viz., 72 lbs. to the yard—this latter assumption being the least favourable that I can make for the purpose of my argument. You will observe that I have made allowance in the following calculations for the higher price paid for land in the United Kingdom than here, and also for the parliamentary and law expenses incurred there.

" Great Northern and Western Railway of Ireland.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent. for freight, &c.....	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	3,438	× 2 for do. do.	6,876
Land, say	650	.....	100
Parliamentary and law expenses	196	.....	Nil
	<u>£6,580</u>		<u>£10,276</u>

" Killarney Branch Railway.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent. for freight, &c.....	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	3,004	× 2 for do. do.	6,008
Land, say	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£6,000</u>		<u>£9,408</u>

" Great Southern and Western Railway of Ireland—Branch Lines.

" Cost per mile in Ireland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent. for freight, &c.....	1,382
Ballast	629	× 2 for difference in labour	1,258
Sleepers	462	Same here	462
Laying	99	× 2 for difference in labour	198
Works and supervision	4,004	× 2 do. do.	8,008
Land, say	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£7,000</u>		<u>£11,408</u>

" Malton and Thirsk Branch Railway.

" Cost per mile in England.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent. for freight, &c.....	1,382
Ballast	798½	× 1½ for difference in labour.....	1,198
Sleepers	437	Same here	437
Laying	132	× 1½ for difference in labour.....	198
Works and supervision	1,266½	× 1½ for do. do.	1,899½
Parliamentary and law expenses	50	.....	Nil
Land, say.....	650	.....	100
	<u>£4,440</u>		<u>£5,214½</u>

" Honeybourne to Stratford—Branch Line.

" Cost per mile in England.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent. for freight	1,382
Ballast	798½	× 1½ for difference in labour.....	1,198
Sleepers	437	Same here	437
Laying	132	× 1½ for difference in labour.....	198
Works and supervision	2,826½	× 1½ for do. do.	4,239
Land, say.....	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£6,000</u>		<u>£7,554</u>

" The Peebles Railway.

" Cost per mile in Scotland.		Cost per mile in Victoria.	
	£		£
" Permanent-way materials	1,106	+ 25 per cent for freight, &c.	1,382
Ballast	798½	× 1½ for difference in labour	1,198
Sleepers	437	Same here	437
Laying	132	× 1½ for difference in labour	198
Works and supervision	1,826½	× 1½ for do. do.	2,739½
Land, say.....	650	.....	100
Parliamentary and law expenses	50	.....	Nil
	<u>£5,000</u>		<u>£6,054½</u>

No. 6—*continued.*

It will be seen, however, that the rate of wages in the Colonies assumed by Mr. Higinbotham, with a view of not overstating his case, is considerably less than the actual difference known to exist; but even with the rates he has taken, the railways which are proposed to be constructed in the Colonies bear very favourable comparison with the cheap lines stated to have been constructed in the United Kingdom.

I have no hesitation in saying that thoroughly good lines on the 4 ft. 8½ in. gauge, with rails 70 lbs. to the yard, can be constructed to Yass, Orange, and Tamworth, for about £7,000 per mile.

Since preparing my last estimate, which amounted to £8,000 a mile, I have had additional trial sections taken, and I find that the earthworks shown on the original section can be considerably reduced by alterations in the direction of the lines.

As these revised trial surveys are still in progress, I am not yet able to forward a detailed estimate of the cost of these extensions.

JOHN WHITTON.

(G.)

Department of Public Works,
Sydney, 20 September, 1870.

HAS the Engineer-in-Chief for Railways obtained sufficient information as to the extension of the lines from Goulburn to Yass, from Bathurst to Orange, and from Murrurundi to Tamworth, to enable him to state at what rate per mile these extensions can be constructed if they are to be worked by locomotive engines?

JOHN SUTHERLAND.

Mr. Whitton, B.C., 23/9/70.—J.R.

The revised trial sections are not yet completed, but from the reports of the different surveyors I anticipate that the earthwork will be reduced nearly one-half; other works, tunnels, and bridges will also be modified, and a saving be made in their construction. I consider that a good permanent way is absolutely essential for the public safety, and I therefore propose to use a steel rail, 70 lbs. to the yard (single-headed); sapling-sleepers, to reduce first cost, might be used, also a smaller quantity of ballast than that laid on the existing lines. The fencing might be erected with any description of timber the district would afford, and wooden station-buildings, platforms, &c., be erected in the first instance. If these suggestions be adopted, and all the bridges and culverts be constructed in the most economical manner with the timber in the district through which the lines pass, I believe a good railway for locomotive purposes may be made for £7,000 per mile.—J.W., 26/9/70.

Commissioner, 26/9/70.

Cabinet.—J.S., 27/9/70.

Sum placed on Estimates for extensions in accordance with this Estimate.—J.S., 8/10/70.

(H.)

RAILWAYS.—REPORT FROM ENGINEER-IN-CHIEF, WITH DETAILED ESTIMATE OF EXTENSIONS TO YASS AND ORANGE.

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

Department of Public Works,
Railway Branch,
Engineer's Office, Sydney, 8 February, 1871.

Sir,

Referring to my previous reports on the cost of the proposed extensions from Goulburn to Yass, Bathurst to Orange, and Murrurundi to Tamworth, I have now the honor to lay before you a detailed estimate of the cost of the lines to Yass and to Orange; and although the surveys of the extension to Tamworth were stopped before the revised surveys were completed, sufficient was done to justify me in stating that the extension from Murrurundi to Tamworth will not cost more than the extensions to Yass and to Orange. I therefore propose to give detailed estimates of the two extensions last named.

Extension from Goulburn to Yass.

On leaving the Goulburn station, the line almost immediately crosses Sloane-street, and for about a mile runs parallel with the road to Braidwood, then follows for a short distance the course of the Mulwarree Ponds, and taking a westerly direction, follows generally the course of the Main Southern Road, across the first, second, and third Breadalbane Plains, and near the head of Mutchilly Creek or Boorangullen Chain of Ponds, reaching the summit of the Cullarin Range at an elevation of 2,388 feet above sea-level, at a distance of 21 miles from Goulburn and 155 miles from Sydney.

Winding round the Cullarin Range, on the north side, the line again approaches the Southern Road, running nearly parallel with it, still keeping on the north side from 150 miles to 163 miles, passing at 161 miles about half a mile to the north of Frankfield Inn, and crossing the Fish River at 162½ miles, about 5 chains on the north side of the Main Southern Road.

The line now diverges to the north of Gunning Hill, and crossing Gunning Creek, passes about a quarter of a mile to the north of the town of Gunning, and then follows the course of the Southern Road up to 167 miles from Sydney.

From this point the line takes a more northerly direction, crossing Four-mile Creek, Oolong Creek, Sandy Creek, Jerrawa Creek nearly at its junction with Catherine Creek, and reaches the summit of Muddoonen Range at an elevation of 2,225 feet above sea-level, and at a distance of 180 miles from Sydney, or 46 miles from Goulburn.

From this point the line descends by tolerably easy gradients to a point about 190 miles from Sydney, on the Main Southern Road, about 2 miles on the north-west side of North Yass, crossing, in its course, Manton's Creek, Yellow Creek, and Bango Creek.

At that point, 190 miles from Sydney, I propose to erect a station for North and South Yass, as it would be impossible to take the railway through those towns without great cost and a considerable increase in the length of the line.

The earthworks on this length are light, and there are no bridges of importance.

The steepest gradient is 1 in 40, and the smallest radius of a curve is 20 chains.

The quantities for all the works have been most carefully taken out, and I am satisfied this extension can be completed for the amounts stated in the following detailed estimate, which shows an average cost of £6,786 5s. 4d. per mile.

Extension from Goulburn to Yass—Length 56 miles and 4 chains.

	£	s.	d.
Earthwork	110,473	5	6
Culverts	14,186	10	0
Brickwork in bridges	6,636	15	0
Timber bridges and flood-openings	14,674	8	0
Fencing.....	10,770	0	0
Level-crossings, gates, and gate-houses	2,400	0	0
Occupation level-crossings and gates	5,376	0	0
Permanent way, laid and ballasted complete, including all materials.....	168,150	0	0
Do. do. do. for sidings at stations	7,500	0	0
Station-buildings, platforms, &c. (including water-supply)	15,000	0	0
Engineering and supervision.....	16,800	0	0
Land.....	8,064	0	0
	<u>£380,030</u>	<u>18</u>	<u>6</u>

At the rate of £6,786 5s. 4d. per mile.

No. 6—continued.

Extension from Bathurst to Orange.

This extension commences at a point 144 miles 45 chains from Sydney, near to Mutton's Creek, and a short distance on the south-east side of the proposed station in the city of Bathurst.

For a distance of about 4 miles the line follows generally the direction of the Vale Road, passing to the west of the Hen and Chickens Inn; then diverging to the west, crosses a number of small spurs of the range between the Carcoar and Caloola Roads; closely approaches the Teapot Swamp Road, which it follows, and crosses several times for a distance of 7 miles, reaching the main range at Fitzgerald's Mount, at an elevation of 3,021 feet above sea level, and at a distance of 162 miles from Sydney and 17 miles from Bathurst.

After passing Fitzgerald's Mount, the line runs in a southerly direction for a distance of a little more than a mile, when it takes a north-westerly direction, crossing the road from Bathurst to Carcoar, at 170 miles from Sydney; then Dungeon Creek, King's Plains, the main road from Bathurst to Orange, at 175½ miles, the Pretty Plains at 180½ miles, then Gosling Creek, and terminates in the town of Orange, at 191 miles from Sydney, and 41½ miles from Bathurst.

The section accompanying this report has been taken over the red line on plan of second trial survey, but the alternative line shown in blue for about 5 miles from Orange is the line I propose to adopt, and which terminates in a Government reserve on the south side of the town.

The earthworks on this extension are light, and there are no bridges of importance, nor a single tunnel.

The steepest gradient is 1 in 40, and with the exception of one curve of 16 chains radius at Fitzgerald's Mount, there is no other curve on any part of the line of a less radius than 20 chains.

The quantities of all the works have been most carefully taken out, and they can be completed in the most substantial manner for the amounts stated in the subjoined estimate.

Extension from Bathurst to Orange—Length 46 miles and 35 chains—

	£	s.	d.
Earthworks	108,759	6	6
Culverts	9,421	11	0
Bridges and flood-openings	11,335	14	8
Fencing	9,000	0	0
Level-crossings, gates and gate-houses	6,880	0	0
Permanent way, laid and ballasted complete, including all materials	139,500	0	0
Do. do. for sidings.....	6,000	0	0
Station buildings and platforms (including water supply)	10,000	0	0
Engineering and supervision	14,000	0	0
Land.....	6,696	0	0
	£321,592	12	2

At the rate of £6,915 19s. 4d. per mile.

These estimates are based on the assumption that steel rails will be used, weighing 70 lbs. to the yard; but should it be deemed advisable to use the ordinary wrought-iron rails of the same weight, the cost would be reduced by about £220 per mile. Should it be considered desirable to use lighter engines on these extensions, and to travel at a reduced speed, a wrought-iron rail weighing 60 lbs. to the yard might be used, which would reduce the present estimates by about £550 per mile.

The estimate for each line would therefore be as under:—

Comparative cost of Extensions, with the undermentioned weight of rail:—

	Steel Rails, 70 lbs. per yard.	Iron Rails. 70 lbs. per yard.	Iron Rails. 60 lbs. per yard.
	£	£	£
Goulburn to Yass	6,786	6,566	6,236
Bathurst to Orange	6,916	6,696	6,366

For the Southern Railway I would recommend the adoption of the heavier rail, as this line will at no distant day be the great highway to Melbourne, and speed will then be a matter of considerable importance.

The sleepers are to be the best the district will afford.

The fencing to have two rails only, and to be formed of saplings if other suitable timber be not obtainable in the district.

The stations, platforms, and gate-houses, to be of timber throughout, and constructed in the most economical manner possible.

From the detailed estimates it will be seen that the earthworks, bridges, and culverts cost nearly £3,000 per mile, or about the same as the cost of the permanent way with steel rails 70 lbs. to the yard; therefore, in a tolerably level country, where few culverts and bridges would be required, and where the earthworks would only amount to what is technically called "forming," the cost of a railway would be considerably below the amount stated in my estimate.

For branch railways, or feeders to the main line, rails 60 lbs. to the yard might be laid down, and worked by locomotive engines; but if such feeders be worked by horses, a rail weighing 40 lbs. to the yard might be adopted.

It is true that engines are now running on rails of 40 lbs. to the yard, but I am satisfied that there is no economy in using light rails where locomotives are employed.

A permanent way with 60-lb. rails might be constructed for about £2,450 per mile, including laying, ballasting, and sleepers, and with a 40-lb. rail, for about £2,050 per mile.

I stated in my report, dated 5th August, 1870, that on the Lucknow and Cawnpore Railway in India rails 40 lbs. to the yard had been laid down, and the line worked by locomotives, but that these rails failed within twelve months of the opening of the line.

The Melbourne and Hobson's Bay Railway was laid, in the first instance, with rails weighing 55 lbs. per yard. The weight of the engines used on this line was under 25 tons, yet these rails failed in less than three years.

The line was relaid about fourteen years ago with rails weighing 75 lbs. per yard, and these were a year ago in good order.

The St. Kilda branch of the Hobson's Bay Railway was laid in 1857 with rails weighing 55 lbs. to the yard, on longitudinal sleepers, yet in less than two years these rails had to be taken up, and the line was relaid with rails weighing 75 lbs. and 80 lbs. per yard, which a year ago were in good condition.

I strongly advise that the standard gauge of 4 ft. 8½ in. be maintained throughout the whole railway system in this Colony, as the difference between the gauge and 3 ft. 6 in. is too small (14½ in.) to justify a break of gauge with all its attendant inconveniences.

I am aware that a gauge of 3 ft. 6 in. has been recommended for branch lines in India, but it must not be forgotten that the standard gauge of India, is 5 ft. 6 in. and I have little doubt that had the 4 ft. 8½ in. gauge been laid down originally on the Indian lines, no break of gauge would have been sanctioned.

The plans and sections of the second trial surveys of the extensions from Bathurst to Orange, and from Goulburn to Yass, on which these estimates are based, accompany this report.

I also append a table of the gradients and heights on each line.

I have, &c.,
JOHN WHITTON.

No. 6—continued.

GREAT SOUTHERN RAILWAY.

Gradients from Goulburn to Yass, showing Mileage and Heights above H.W. Spring-tides, Sydney.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H. W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains	Feet	
134	20	Rise	1 in 600	...	31	2,074	Creek.
"	51	"	1 " 159	...	53	2,096	Occupation Road (level crossing.)
135	24	Fall	1 " 264	...	24	2,090	
"	48	Rise	1 " 119	...	47	2,116	
136	15	Fall	1 " 195	...	31	2,106	
"	46	Rise	1 " 174	...	41	2,121	
137	7	Level .....	.....	...	41	2,121	Run of Water Creek.
"	48	Rise	1 " 52	...	63	2,201	
138	31	Level	1 " 52	...	10	2,201	
"	41	Fall	1 " 80	...	15	2,189	
"	56	Level .....	.....	...	49	2,189	
139	25	Rise	1 " 50	...	29	2,227	
"	54	Level .....	.....	...	3	2,227	
"	57	Fall	1 " 231	...	22	2,221	
"	79	Level .....	.....	...	6	2,221	
140	5	Rise	1 " 63	...	20	2,242	Occupation Road.
"	25	Level .....	.....	...	43	2,242	
"	68	Rise	1 " 264	...	16	2,246	
141	4	Level .....	.....	...	59	2,246	Run of Water Creek.
"	63	Rise	1 " 50	...	68	2,336	Great Southern Road.
142	51	"	1 " 128	...	53	2,363	
143	24	"	1 " 297	...	36	2,371	
"	60	Fall	1 " 188	...	20	2,364	
144	...	"	1 " 55	...	30	2,328	
"	30	"	1 " 116	...	30	2,311	
"	60	"	1 " 1023	...	31	2,309	
145	11	Rise	1 " 379	...	23	2,313	
"	34	Level .....	.....	...	14	2,313	Woollogorong Creek.
"	48	Rise	1 " 77	...	14	2,325	
"	62	"	1 " 218	...	33	2,335	
146	15	Fall	1 " 561	...	17	2,333	
"	32	"	1 " 91	...	25	2,315	
"	57	"	1 " 374	...	17	2,312	
"	74	Level .....	.....	...	18	2,312	Crossing, Great Southern Road.
147	12	Fall	1 " 825	...	25	2,310	
"	37	Rise	1 " 143	...	26	2,322	
"	63	"	1 " 96	...	19	2,335	
148	2	"	1 " 77	...	41	2,370	
"	43	Level .....	.....	...	3	2,370	
"	46	Fall	1 " 50	...	42	2,315	
149	8	Level .....	.....	...	10	2,315	
"	18	Fall	1 " 75	...	27	2,291	
"	45	Rise	1 " 106	...	13	2,299	
"	58	Level .....	.....	...	3	2,299	
"	61	Fall	1 " 51	...	17	2,277	
"	78	Level .....	.....	...	11	2,277	
150	9	Rise	1 " 57	...	13	2,292	
"	22	"	1 " 1848	...	28	2,293	
"	50	"	1 " 181	...	18	2,300	
"	68	Level .....	.....	...	6	2,300	
"	74	Fall	1 " 50	...	18	2,276	
151	12	"	1 " 60	...	18	2,256	Breadalbane Plains.
"	30	Level .....	.....	...	72	2,256	
152	22	Rise	1 " 330	...	25	2,261	
"	47	"	1 " 58	...	57	2,326	
153	24	Level .....	.....	...	4	2,326	
"	28	Fall	1 " 53	...	17	2,305	
"	45	Rise	1 " 495	...	15	2,307	Mutbilly Creek.
"	60	"	1 " 49	...	27	2,343	
154	7	"	1 " 137	...	15	2,350	
"	22	"	1 " 50	...	19	2,375	
"	41	"	1 " 122	...	24	2,388	
"	65	Level .....	.....	...	21	2,388	Great Southern Road Crossing.
155	6	Fall	1 " 50	...	23	2,358	Cullarin Range.
"	29	"	1 " 120	...	16	2,349	
"	45	"	1 " 83	...	15	2,337	
"	60	Level .....	.....	...	10	2,337	
"	70	Rise	1 " 54	...	17	2,358	
156	7	Level .....	.....	...	4	2,358	
"	11	Fall	1 " 45	...	43	2,296	
"	54	"	1 " 40	...	29	2,248	
157	3	"	1 " 66	...	33	2,215	Watercourse.
"	36	Rise	1 " 176	...	16	2,219	
"	52	Fall	1 " 46	...	38	2,167	
158	10	Level .....	.....	...	16	2,167	Watercourse.
"	26	Fall	1 " 81	...	25	2,151	
"	51	Rise	1 " 374	...	17	2,154	
"	68	Fall	1 " 108	...	18	2,143	
159	6	"	1 " 41	...	53	2,058	Watercourse.
"	59	"	1 " 96	...	32	2,036	
160	11	"	1 " 50	...	27	2,000	Watercourse.
"	38	Level .....	.....	...	5	2,000	
"	43	Fall	1 " 50	...	16	1,979	

No. 6—*continued.*GREAT SOUTHERN RAILWAY.—Gradients—*continued.*

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H. W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains		
160	59	Fall	1 in 79	...	54	1,934	
161	33	Level .....		...	10	1,934	
"	43	Fall	1 " 50	...	42	1,879	
162	5	Level .....		...	7	1,879	Watercourse.
"	12	Fall	1 " 51	...	7	1,870	
"	19	Level .....		...	9	1,870	
"	28	Rise	1 " 130	...	10	1,875	Fish River.
"	38	"	1 " 50	...	28	1,912	
"	66	Level .....		...	5	1,912	
"	71	Rise	1 " 59	...	22	1,937	
163	13	Level .....		...	13	1,937	
"	26	Rise	1 " 50	...	51	2,004	
"	77	Level .....		...	5	2,004	
164	2	Fall	1 " 44	...	100	1,856	
165	22	Level .....		...	9	1,856	Gunning Creek.
"	31	Rise	1 " 60	...	32	1,891	
"	63	Level .....		...	20	1,891	
166	3	Fall	1 " 78	...	16	1,878	
"	19	Level .....		...	10	1,878	
"	29	Rise	1 " 48	...	119	2,041	
167	68	"	1 " 41	...	39	2,103	
168	27	Level .....		...	6	2,103	
"	33	Fall	1 " 44	...	40	2,043	
"	73	"	1 " 62	...	92	1,945	Four-mile Creek.
170	5	Level .....		...	20	1,945	Oolong Creek.
"	25	Rise	1 " 50	...	25	1,973	Sandy Creek.
"	50	Level .....		...	5	1,973	
"	55	Fall	1 " 50	...	28	1,936	
171	3	Level .....		...	17	1,936	
"	20	Rise	1 " 112	...	29	1,953	
"	49	Level .....		...	8	1,953	
"	57	Fall	1 " 49	...	21	1,925	
"	78	"	1 " 99	...	15	1,915	
172	13	"	1 " 237	...	36	1,905	
"	49	Rise	1 " 41	...	25	1,945	
"	74	Level .....		...	4	1,945	
"	78	Fall	1 " 57	...	39	1,905	
173	37	"	1 " 42	...	59	1,808	Jerrawa Creek.
174	16	Level .....		...	15	1,808	
"	31	Rise	1 " 51	...	29	1,845	
"	60	Level .....		...	11	1,845	
"	71	Rise	1 " 51	...	21	1,872	
175	12	Fall	1 " 231	...	21	1,866	
"	33	Rise	1 " 96	...	31	1,887	
"	64	Level .....		...	16	1,887	Limestone Creek.
176	...	Rise	1 " 60	...	28	1,918	
"	28	"	1 " 50	...	21	1,945	
"	49	Level .....		...	8	1,945	
"	57	Rise	1 " 45	...	19	1,973	
"	76	Level .....		...	21	1,973	
177	17	Rise	1 " 50	...	17	1,996	
"	34	Level .....		...	28	1,996	
"	62	Rise	1 " 53	...	43	2,049	
178	25	"	1 " 40	...	34	2,105	
"	59	"	1 " 100	...	32	2,126	
179	11	"	1 " 40	...	60	2,225	
"	71	Level .....		...	5	2,225	Mundoonen Range.
"	76	Fall	1 " 40	...	117	2,032	
181	33	Level .....		...	24	2,032	Manton's Creek.
"	57	Fall	1 " 125	...	36	2,013	
182	13	"	1 " 50	...	16	1,992	
"	29	"	1 " 43	...	28	1,949	
"	57	Level .....		...	15	1,949	
"	72	Rise	1 " 89	...	23	1,966	
183	15	Fall	1 " 132	...	18	1,957	
"	33	"	1 " 84	...	28	1,935	
"	61	"	1 " 63	...	49	1,884	Yellow Creek.
184	30	Level .....		...	12	1,884	
"	42	Fall	1 " 60	...	52	1,827	
185	14	"	1 " 140	...	32	1,812	
"	46	"	1 " 52	...	28	1,777	
"	74	Level .....		...	21	1,777	
186	15	Fall	1 " 44	...	46	1,708	
"	61	Level .....		...	20	1,708	
187	1	Fall	1 " 82	...	20	1,692	
"	21	Level .....		...	6	1,692	
"	27	Rise	1 " 132	...	16	1,700	
"	43	Level .....		...	3	1,700	
"	46	Fall	1 " 53	...	26	1,668	
"	72	"	1 " 105	...	32	1,648	
188	24	"	1 " 50	...	27	1,612	
"	51:30	Level .....		...	9	1,612	Bango Creek.
"	61	Rise	1 " 50	...	55	1,685	
189	36	Level .....		...	34	1,685	Burrowa Road.
"	70	Rise	1 " 73	...	33	1,714	

No. 6—continued.

GREAT WESTERN RAILWAY.

Gradients from Bathurst to Orange, showing Mileage and Heights above H. W. Spring-tides at Sydney.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H. W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains			Feet
144	37-00	Rise	1 in 40	...	35-50	2,194	Mutton's Creek.
	72-50	"	1 ,, 157	...	38-00	2,210	
145	30-50	Level .....		...	21-00	2,210	Occupation Road.
	51-50	Rise	1 ,, 132	...	20-00	2,220	
	71-50	Level .....		...	16-00	2,220	
146	7-50	Rise	1 ,, 100	...	14-00	2,229	
	21-50	Level .....		...	33-00	2,229	
	54-50	Rise	1 ,, 100	...	42-00	2,257	
147	16-50	Level .....		...	35-00	2,257	
	51-50	Fall	1 ,, 66	...	7-00	2,250	
	58-50	Level .....		...	6-00	2,250	
	64-50	Rise	1 ,, 40	...	30-00	2,299	
148	14-50	Level .....		...	17-00	2,299	
	31-50	Rise	1 ,, 40	...	41-00	2,367	Watercourse.
	72-50	Level .....		...	4-00	2,367	
	76-50	Rise	1 ,, 66	...	23-00	2,390	Watercourse.
149	19-50	Level .....		...	6-00	2,390	
	25-50	Rise	1 ,, 60	...	31-00	2,424	Watercourse.
	56-50	"	1 ,, 48	...	22-00	2,454	
	78-50	Level .....		...	10-00	2,454	
150	8-50	Rise	1 ,, 40	...	14-00	2,477	
	22-50	Level .....		...	7-00	2,477	
	29-50	Rise	1 ,, 40	...	20-00	2,510	
	49-50	"	1 ,, 80	...	20-00	2,527	
	69-50	"	1 ,, 40	...	27-00	2,572	
151	16-50	Level .....		...	7-00	2,572	
	23-50	Fall	1 ,, 66	...	9-00	2,563	
	32-50	Level .....		...	45-00	2,563	
	77-50	Rise	1 ,, 100	...	12-00	2,570	
152	9-50	Level .....		...	9-00	2,570	
	18-50	Fall	1 ,, 40	...	16-00	2,544	
	34-50	Level .....		...	12-00	2,544	
	46-50	Fall	1 ,, 40	...	20-00	2,511	
	66-50	Level .....		...	3-00	2,511	
	69-50	Rise	1 ,, 50	...	18-00	2,535	
153	7-50	Level .....		...	28-00	2,535	
	35-50	Rise	1 ,, 40	...	24-00	2,574	
	59-50	Level .....		...	4-00	2,574	
	63-50	Rise	1 ,, 40	...	40-00	2,640	
154	23-50	Level .....		...	4-00	2,640	
	27-50	Fall	1 ,, 100	...	8-00	2,635	
	35-50	Level .....		...	4-00	2,635	
	39-50	Rise	1 ,, 50	...	17-00	2,658	
	56-50	Level .....		...	10-00	2,658	
	66-50	Rise	1 ,, 50	...	28-00	2,695	
155	14-50	Level .....		...	6-00	2,695	
	20-50	Rise	1 ,, 50	...	13-00	2,712	
	33-50	Level .....		...	13-00	2,712	
	46-50	Rise	1 ,, 40	...	37-00	2,773	
156	3-50	Level .....		...	6-00	2,273	
	9-50	Fall	1 ,, 66	...	13-00	2,760	
	22-50	Level .....		...	39-00	2,760	
	61-50	Rise	1 ,, 66	...	18-00	2,778	
	79-50	Level .....		...	7-00	2,778	
157	6-50	Fall	1 ,, 66	...	8-00	2,770	
	14-50	Level .....		...	13-00	2,770	
	27-50	Fall	1 ,, 100	...	16-00	2,759	
	43-50	Level .....		...	15-00	2,759	Great Western Road.
	58-50	Fall	1 ,, 66	...	28-00	2,731	
158	6-50	Level .....		...	11-00	2,731	
	17-50	Rise	1 ,, 66	...	11-00	2,742	
	28-50	Level .....		...	4-00	2,742	
	32-50	Fall	1 ,, 66	...	10-00	2,732	
	42-50	Level .....		...	4-00	2,732	
	46-50	Rise	1 ,, 66	...	13-00	2,745	
	59-50	Level .....		...	9-00	2,745	
	68-50	Rise	1 ,, 50	...	24-00	2,777	Great Western Road.
159	12-50	Level .....		...	10-00	2,777	
	22-50	Rise	1 ,, 50	...	16-00	2,798	
	38-50	Level .....		...	3-00	2,798	
	41-50	Fall	1 ,, 80	...	10-00	2,790	
	51-50	Level .....		...	3-00	2,790	
	54-50	Rise	1 ,, 92	...	22-50	2,806	
	77-00	"	1 ,, 40	1	29-00	2,986	
161	26-00	"	1 ,, 66	...	36-00	3,022	Fitzgerald's Mount.
	62-00	Level .....		...	5-00	3,022	
	67-00	Fall	1 ,, 90	...	9-00	3,015	
	76-00	"	1 ,, 40	...	41-00	2,947	
162	37-00	"	1 ,, 132	...	9-00	2,943	
	46-00	"	1 ,, 40	...	41-00	2,875	Back Creek.
163	7-00	Level .....		...	5-00	2,875	
	12-00	Rise	1 ,, 66	...	15-00	2,890	

No. 6—continued.

GREAT WESTERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H. W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains	Feet	
163	27'00	Level	4'00	2,890	Reedy Creek.
"	31'00	Fall	1 in 40	1	5'00	2,750	
164	36'00	Level .....	.....	...	9'00	2,750
"	45'00	Rise	1 " 40	...	43'00	2,829	
165	13'00	"	1 " 82	...	12'00	2,839	
"	25'00	Level .....	.....	...	5'00	2,839
"	30'00	Fall	1 " 91	...	25'00	2,821	
"	55'00	Level .....	.....	...	4'00	2,821
"	59'00	Rise	1 " 66	...	9'00	2,830	
"	68'00	"	1 " 220	...	10'00	2,833	
"	78'00	"	1 " 50	...	12'00	2,849	
166	10'00	Level .....	.....	...	12'00	2,849
"	22'00	Rise	1 " 50	...	23'00	2,879	
"	45'00	"	1 " 183	...	22'00	2,887	
"	67'00	"	1 " 50	...	40'00	2,940	
167	27'00	"	1 " 330	...	15'00	2,943	
"	42'00	"	1 " 100	...	26'00	2,960	
"	68'00	"	1 " 44	...	65'00	3,057	
168	53'00	Level .....	.....	...	6'00	3,057
"	59'00	Fall	1 " 50	...	39'00	3,006	
169	18'00	"	1 " 220	...	16'00	3,001	
"	34'00	"	1 " 82	...	42'00	2,968	
"	76'00	Level .....	.....	...	29'00	2,968
170	25'00	Fall	1 " 100	...	22'00	2,953	
"	47'00	Level .....	.....	...	35'00	2,953
171	2'00	Fall	1 " 66	...	49'00	2,904	
"	51'00	Level .....	.....	...	12'00	2,904
"	63'00	Rise	1 " 660	...	23'00	2,906	
172	6'00	"	1 " 66	...	14'00	2,920	
"	20'00	Level .....	.....	...	44'00	2,920
"	64'00	Fall	1 " 132	...	22'00	2,909	
173	6'00	Level .....	.....	...	26'00	2,909
"	32'00	Rise	1 " 100	...	10'00	2,916	
"	42'00	Level .....	.....	...	23'00	2,916
"	65'00	Rise	1 " 100	...	14'00	2,925	
"	79'00	Level .....	.....	...	12'00	2,925
174	11'00	Rise	1 " 55	...	39'00	2,972	
"	50'00	Level .....	.....	...	30'00	2,972
175	.....	Rise	1 " 80	...	14'00	2,983
"	14'00	Level .....	.....	...	13'00	2,983
"	27'00	Rise	1 " 50	...	20'00	3,010	
"	47'00	"	1 " 44	...	24'00	3,046	
"	71'00	"	1 " 86	...	34'00	3,072	
176	25'00	"	1 " 40	...	28'00	3,118	
"	53'00	Level .....	.....	...	7'00	3,118
"	60'00	Fall	1 " 94	...	27'00	3,099	
177	7'00	Level .....	.....	...	8'00	3,099
"	15'00	Rise	1 " 145	...	22'00	3,109	
"	37'00	"	1 " 58	...	31'00	3,144	
"	68'00	Fall	1 " 132	...	17'00	3,135	
178	5'00	"	1 " 45	...	28'00	3,094	
"	33'00	"	1 " 115	...	21'00	3,082	
"	54'00	"	1 " 59	...	35'00	3,043	
179	9'00	Level .....	.....	...	30'00	3,043
"	39'00	Fall	1 " 78	...	19'00	3,027	
"	58'00	"	1 " 220	...	20'00	3,021	
"	78'00	"	1 " 106	...	24'00	3,006	
180	22'00	"	1 " 122	...	13'00	2,999	
"	35'00	Level .....	.....	...	14'00	2,999
"	49'00	Rise	1 " 115	...	14'00	3,007	
"	63'00	Fall	1 " 57	...	20'00	2,984	
181	3'00	Level .....	.....	...	5'00	2,984
"	8'00	Rise	1 " 57	...	13'00	2,999	
"	21'00	"	1 " 108	...	23'00	3,013	
"	44'00	Level .....	.....	...	8'00	3,013
"	52'00	Fall	1 " 60	...	22'00	2,989	
"	74'00	Level .....	.....	...	5'00	2,989
"	79'00	Rise	1 " 51	...	25'00	3,021	
182	24'00	"	1 " 95	...	26'00	3,039	
"	50'00	Level .....	.....	...	9'00	3,039
"	59'00	Fall	1 " 116	...	37'00	3,018	
183	16'00	"	1 " 63	...	22'00	2,995	
"	38'00	Level .....	.....	...	7'00	2,995
"	45'00	Rise	1 " 46	...	25'00	3,031	
"	70'00	Level .....	.....	...	19'00	3,031
184	9'00	Fall	1 " 40	...	22'00	2,995	
"	31'00	Level .....	.....	...	4'00	2,995
"	35'00	Rise	1 " 60	...	10'00	3,006	
"	45'00	Level .....	.....	...	4'00	3,006
"	49'00	Fall	1 " 48	...	13'00	2,988	
"	62'00	Level .....	.....	...	6'00	2,988
"	68'00	Rise	1 " 82	...	10'00	2,996	
"	78'00	Level .....	.....	...	4'00	2,996

Bathurst and Carcoar Road.

Dungeon Creek.

Pretty Plains Roads (diverted).

Pretty Plains Road.

Road from Guyong to Blaney.

Pretty Plains.

Road from Bathurst to Orange.

Creek.

No. 6—continued.

GREAT WESTERN RAILWAY.—Gradients—continued.

Distance.		Rise or Fall.	Gradient.	Length of Level or Gradient.		Height above H.W. Spring-tides to rail level.	Remarks.
Miles	Chains			Miles	Chains	Feet	
185	2-00	Fall	1 in 40	...	49-00	2,915	
"	51-00	"	1 ,, 154	...	7-00	2,912	
"	58-00	"	1 ,, 40	...	54-00	2,823	Gosling Creek.
186	32-00	Level .....		...	4-00	2,833	
"	36-00	Rise	1 ,, 53	...	30-00	2,860	
"	66-00	Level .....		...	25-00	2,860	
187	11-00	Rise	1 ,, 51	...	20-00	2,886	
"	31-00	Level .....		...	4-00	2,886	
"	35-00	Fall	1 ,, 79	...	12-00	2,876	
"	47-00	Level .....		...	4-00	2,876	
"	51-00	Rise	1 ,, 40	...	25-00	2,917	
"	76-00	Level .....		...	3-00	2,917	
"	79-00	Fall	1 ,, 50	...	19-00	2,892	
188	18-00	Level .....		...	8-00	2,892	
"	26-00	Rise	1 ,, 52	...	19-00	2,916	Creek.
"	45-00	"	1 ,, 97	...	22-00	2,931	
"	67-00	"	1 ,, 78	...	38-00	2,963	Great Western Road.
189	25-00	Level .....		...	5-00	2,963	
"	30-00	Fall	1 ,, 40	...	31-00	2,912	Road to Cemetery.
"	61-00	"	1 ,, 110	...	15-00	2,903	
"	76-00	"	1 ,, 49	...	54-00	2,881	
190	50-00	Level .....		...	7-00	2,831	
"	57-00	Fall	1 ,, 75	...	17-00	2,816	
"	74-00	Level .....		...	14-00	2,816	March-street, Orange.
191	8-00	.....		...	.....	.....

(L.)

Minute from the Engineer-in-Chief to The Commissioner.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 24 January, 1872.

Subject :—Revised Estimates for proposed Extensions to Yass, Orange, and Tamworth.

WITH reference to the Commissioner's verbal instructions relative to the cost of the proposed Railway Extensions from Goulburn to Yass, Bathurst to Orange, and Murrurundi to Tamworth, I have the honor to forward a revised Estimate of the cost of the Extension from Goulburn to Yass, with a view to greater economy in the first cost of construction.

My former Estimate, dated 8th February, 1871, included brickwork in culverts and viaducts, a steel rail of 70 lbs. per yard, gate-houses for public road, level crossings, and land.

I propose now to reduce the formation width of cuttings and embankments to 15 feet; to lay down an iron rail of 60 lbs. per yard; to dispense with brickwork in culverts and bridges and use timber only, such as the district will afford; to dispense with all gate-houses and gates at public road level crossings; to use bottom ballast only (such material as may be found in the district); the boxing-up the sleepers with ballast to be performed afterwards.

The sleepers to be 8 feet long instead of 9 feet, to be cut out of saplings or split from large trees as may be found most economical. The whole of the fencing to have two rails only, and to be formed of saplings, or any other timber which may be found in the district.

The cost of land I have not included, but probably it would be about £150 per mile.

The steepest incline to be 1 in 40, and the smallest radius of a curve 19 chains.

EXTENSION FROM GOULBURN TO YASS.

Length, 56 miles.

Earthwork	£	s.	d.
Earthwork	100,411	7	0
Timber culverts	11,200	0	0
Timber bridges and flood openings	16,800	0	0
Fencing	5,376	0	0
Public road level crossings	240	0	0
Occupation level crossings and gates	3,360	0	0
Permanent way	133,616	0	0
Do. for sidings at stations	4,772	0	0
Station buildings, platforms, &c., including water supply	12,500	0	0
Engineering and supervision	14,000	0	0
	£302,275	7	0

At the rate of £5,397 15s. 6d. per mile.

Similar reductions can be made in the cost of the Extensions to Orange and Tamworth if a similar mode of construction be adopted.

This Estimate may be further reduced by using a rail of 40 lbs. to the yard, but this would necessitate new locomotive stock, as a rail of that weight would not carry the present engines.

I do not, however, advise the use of a 40 lb. rail, or any rail below 75 lbs. per yard, if of iron, as extreme cheapness in construction means a heavy charge upon revenue for maintenance.

JOHN WHITTON.

No. 6—continued.

(K.)

Minute from the Engineer-in-Chief to The Commissioner.

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 19 June, 1872.*Subject* :—Revised Estimates for proposed Extensions to Yass, Orange, and Tamworth.

In submitting the revised Estimates of the Extensions from Goulburn to Yass, Bathurst to Orange, and Murrurundi to Tamworth, I have to call attention to my memorandum of 24th January, 1872, in which I explained in detail the alterations I proposed to make, with a view to greater economy in first cost of construction.

In that report I proposed to reduce the formation width of cuttings and embankments to 15 feet, instead of 18 feet; to have iron rails 60 lbs. to the yard, instead of steel rails 70 lbs. to the yard; to dispense in a great measure with brickwork in culverts and bridges, using timber only; to dispense with all gate-houses and gates at public road level crossings; to use bottom ballast only, and to box up the road after the line had been opened for traffic, and the cost charged to working expenses.

The sleepers to be 8 feet long instead of 9 feet, to be cut out of saplings or split from large trees, as may be found most economical.

To have two rails only for the fencing, which is to be formed of saplings or any other timber which may be found in the district.

The cost of land I did not include, but probably it will be about £150 per mile.

With the alterations above suggested, the line from Goulburn to Yass might be opened for £5,397 a mile; from Bathurst to Orange for £5,743 6s. 8d. per mile.

The revised sections from Murrurundi to Tamworth have not been completed, in consequence of the services of the surveyors having been dispensed with, but I have no doubt this length could be constructed for about £5,500 per mile.

I have always held the opinion that the Southern line should be extended to Albury as a first-class line, as it will at no distant day become an important through line to Melbourne, upon which speed will be a matter of the greatest importance; and although I have prepared estimates for an inferior line from Goulburn to Yass (in accordance with the wishes of the late Commissioner), I strongly advise that a first-class line be constructed, which may be done (as some portion of this length is through very easy country) at a cost of about £7,000 per mile.

I wish it to be distinctly understood that what is generally considered an extraordinarily cheap line in the first cost of construction is not in reality a cheap line to the Country, as whatever is left deficient in the first cost of construction must of necessity be made good at the expense of revenue, if the lives of the public are to be properly protected.

The inferior lines which I propose to construct to Orange and to Tamworth will be perfectly safe at a speed of 20 miles an hour, as the only difference I intend to make between these and the first-class line I propose to Albury or Wagga Wagga is in the ballast, sleepers, and weight of rail.

I think it right to observe that, since these estimates were prepared, a considerable rise has taken place in the price of iron, amounting to between two and three pounds per ton; and should this increase continue, or should the price further increase, these estimates will to that extent be also increased.

The price of labour has also increased, in consequence of the mining operations now being carried on in the Colonies; and I fear, unless very large importations of the labouring classes take place, the progress of railway works will be unsatisfactory.

If the Southern line be constructed, as I have recommended, as a first-class line, and the extensions to Orange and Tamworth as second-class lines, the estimate will be as under, viz. :—

Goulburn to Yass, 56 miles, @ £7,000	£392,000
Bathurst to Orange, 46½ miles	
Murrurundi to Tamworth, 59 do.	
105½ miles, @ £6,000	633,000
Kelso to Bathurst	60,000
Total	<u>£1,085,000</u>

JOHN WHITTON.

(L.)

FESTINIÖG RAILWAY SYSTEM.

The Secretary of State for the Colonies to The Officer administering the Government of New South Wales.

(Circular.)

Downing-street,
10 April, 1871.

My Lord,

I have the honor to transmit to you a report by Mr. Guilford L. Molesworth, Director-General of the Ceylon Railway, upon the Festiniog Railway system.

Mr. Molesworth's high reputation as an Engineer renders the information contained in this report very valuable to Governments or individuals interested in the construction of cheap railways.

I have, &c.,
KIMBERLEY.

Copy of a Letter from Guilford L. Molesworth, Esq., Director of Public Works, Ceylon, to the Right Honorable the Secretary of State for the Colonies.

London, 24 March, 1871.

My Lord,

In accordance with the suggestions of Sir James Elphinstone, I have visited the Festiniog Railway, and have now the honor of laying before you my views respecting it.

I have already reported at some length to the Government of Ceylon on the subject of light railways; and, as my visit to Festiniog has not materially altered the opinions I then expressed, my report will, to a great extent, consist of a repetition of those views.

The Festiniog line was originally opened as a horse tramway or railway, for the purpose of connecting a large group of slate quarries with Portmadoc, the nearest harbour. The length of the line is about 13¼ miles, with a branch of a mile in length, making a total of about 14¼ miles. It passes through a rough country, but the curves enable it in most parts to keep tolerably close to the contour of the hills, and to avoid heavy works, except here and there; there are however two tunnels unlined of 60 and 700 yards respectively, and some heavy rock cuttings and embankments. The terminus of the main line is about 800 feet above the level of the sea; the average gradient is about 1 in 90, and the maximum gradient (with the exception of a short and unimportant portion at the top) is about 1 in 80; practically, the line may be said to consist of one continuous descending gradient of 1 in 90 for 12¼ miles, with about a mile of level at the end nearest to the shipping port. The traffic on the railway is about 140,000 tons annually, of which about 90 per cent. is slate, the rest almost entirely of coal and lime. There is also a passenger traffic of about 90,000 or 100,000 passengers per annum, chiefly composed of workmen or others connected with the slate quarries.

No. 6—continued.

The line was for thirty years worked by horses, which drew the empty trucks up the gradient, and were themselves in their turn brought down with the loaded train, in trucks specially constructed to carry them, as the gradient is sufficient to enable the loaded trains to descend by their own weight without any motive power.

About the year 1863 the use of horses was abandoned, and a sum of £50,000 was expended out of the revenue of the railway in improving it, and rendering it suitable for locomotives.

The total cost of the line is said to have been about £87,000, including the cost of rolling stock, or about £6,000 per mile.

The land through which the line passes is comparatively valueless, and the railway has been free from the ruinous expenses of a Parliamentary opposition, which have added so much to the burden of the majority of English lines.

The railway is a single line, with a gauge of 2 feet, and with crossing sidings about 16 or 18 chains long at intervals.

The sharpest curves are $1\frac{1}{2}$ chain, or 115 feet radius.

The formation width is 8 feet in cutting and 10 feet in embankment. The fencing is chiefly of dry stone walling, for which the natural cleavage of the rock (in laminated strata with fine beds) offers great facilities.

The culverts and smaller works are also of dry masonry, but the masonry of the bridges and larger works is set in mortar. The natural cleavage being favourable for the construction of cheap masonry, and indeed in many cases walling has been adopted for the retention of the embankments in preference to the adoption of slopes.

The permanent way is formed of double-headed rails, weighing 48 lbs. to the yard, fished and laid with cast-iron chairs on transverse sleepers, 9 inches by $4\frac{1}{2}$ inches, and 4 feet 6 inches long. The distance of the sleepers is 3 feet apart, but less at the joints.

The rolling stock is of a very simple character. The buffers are central, and about 1 foot 8 inches above the level of the rails. The coupling is also central; the wheels are 1 foot 6 inches diameter, with journals about 4 inches long, working in white metal bearings. The wheels are of cast-iron, with wrought-iron tires, and there are also some wrought-iron wheels, but these are faulty in design.

The trucks weigh about 1 ton each, the greater number being designed with open-barred sides for slates; they have a wheel base of about 3 feet, and a capacity of about 45 cubic feet; they have no springs, and the brackets carrying the bearings for the journals are of cast iron, bolted on to the frames.

The carriages are built by Messrs. Brown, Marshall, & Co., and are well and substantially made; they have a wheel base of about 5 feet 6 inches, and are furnished with central spring buffers, springs, and axle-boxes, working in axle-guards in the usual manner. The passengers sit back to back, with their sides in the direction of the line; and the flooring of the carriages overhanging the wheels is within a few inches of the level of the rails.

The internal dimensions of the carriages are about 10 feet long by 6 feet 3 inches wide; they weigh about $1\frac{1}{2}$ ton, and are intended to carry twelve first class, or fourteen second and third class, passengers, giving a width of 1 foot 8 inches for first class, and 1 foot 5 inches for second and third class passengers.

There are two classes of engines employed for working the line—

1. Single locomotives, with 4 coupled wheels of 2 feet diameter, $8\frac{1}{2}$ -inch cylinders, 12-inch stroke, 5-foot wheel base, and about 10 tons weight.

A double bogie engine on Mr. Fairlie's principle, with 4 cylinders, each $8\frac{3}{8}$ inches diameter, and two sets of 4-inch coupled wheels, 2 feet 4 inches diameter; stroke, 13 inches; wheel base of each bogie, 5 feet; total wheel base, 19 feet; pressure of steam, 160 lbs. per square inch; total weight of engine, $19\frac{1}{2}$ tons.

The latter was not working when I visited the railway. The single engines are capable of taking a load of about forty-five empty trucks, with break-van, and three or four passenger carriages (or a total load of from 50 to 60 tons up the line. There are no stations to speak of, and no platforms are required for the carriages, the wayside stations consisting merely of a crossing, siding, and a hut, to serve as booking-office and waiting-room.

The slates are loaded at the quarries and unloaded at the port by agents of the respective quarries, and not by the Company's servants.

The description above given comprises the leading features and details of this interesting little railway, which reflects great credit upon all concerned in it, and shows what it is possible to do on so narrow a gauge. The plan of central buffing and coupling is one that has long been considered a desideratum with engineers, but there has been a difficulty in introducing it on English railways without confusion and considerable expense. I consider it a great improvement on the system of double buffers, especially on a railway abounding in curves.

An attempt has been made, by the publication of a series of plausible letters in the *Times*, about the beginning of last year, to give to lines of this character an undue importance. These letters, though useful in calling attention to the subject, have exercised a somewhat mischievous influence, by giving a fictitious colour to facts which need no such misrepresentations to commend themselves; and as this influence has been wide-spread, it becomes necessary that the true facts of the case should be known.

The advantages thus claimed for the Festiniog Railway may be briefly summed up as follows:—

1. Its working expenses are only $44\frac{1}{2}$ per cent. of its receipts, whereas in English lines of ordinary gauge they average 48 per cent.

2. It yields an interest of $29\frac{1}{2}$ per cent. on the original capital, whereas ordinary lines yield only from 6 per cent. to *nil*.

3. The dead load on the Festiniog Railway is only one-third of the weight carried, whilst on the ordinary gauge the dead weight for similar freights is more than half the weight of the freight.

4. On the English lines of ordinary gauge the dead load carried for each passenger is a ton, or even more, whilst on the Festiniog system it may be reduced to 5 cwt.

5. The exceptionally narrow gauge effects a very large saving in first construction.

6. The loads being comparatively light, there is an immense saving in wear and tear.

These conclusions, though apparently based on statistics, were so much at variance with the results of my own experience that before I could adopt them I deemed it necessary to analyze the facts carefully, to ascertain whether there were any exceptional circumstances connected with the Festiniog Railway, or whether the advantages above claimed were wholly and solely due to the adoption of the 2-foot gauge. The first point which struck my attention was the fact that, notwithstanding the advantages claimed for the system, the expenditure per train mile was nearly double that of the average of English railways, and more than three times as much as that of some of the Irish railways, on which the rates of labour would probably more nearly resemble those of a remote Welsh district like Festiniog. The features that appear to be chiefly exceptional on the Festiniog Railway are—

That the traffic almost exclusively consists of slates; that the rate charged for freight is at least double the rates of ordinary railways;—

That the traffic is almost entirely down hill, on easy gradients requiring power for little more than the haulage of the empty trucks back again, and that this circumstance has enabled the traffic to be worked with remunerative result by horses alone.

Now let us see how these facts affect a comparison with English trains of the ordinary gauge.

I will take the advantages claimed for the Festiniog Railway *seriatim* in the order in which I have given them above.

1. The working expenses are stated to be $44\frac{1}{2}$ per cent. of the receipts, but on examination of the Financial Statement for the year ended June, 1869, I find that the receipts amounted to £23,696, whilst the actual expenditure has been £13,053, so that the actual expenditure has amounted to 55 per cent. of the receipts, certain deductions having been made from the actual expenditure before instituting the comparison with other railways.

Now I suppose that no deduction of this kind has been made from any of the English railways with which it has been compared, though, of course, the expenditure of all railways will be subject to charges of a character which might be excluded from "working expenses" in the strict sense of the term.

How far such deductions are fair it is impossible for me to say, but I certainly observe in the statement items which, in my opinion, cannot fairly be deducted from working expenses; for instance, tonnage for right of way, which would in ordinary railway accounts be debited to rent, and form a portion of the working expenses. Again, "rebate" (or remission of a part of the receipts to the freighter) which if deducted from the working expenses should in all fairness be also deducted from the receipts

No. 6—continued.

in forming a comparison between the receipts and expenses. Waiving, however, these objections, and assuming for the sake of argument that 44½ per cent. is the fair proportion, let us enter into a fair comparison between this and 48 per cent. of the English railways (on some of the Irish railways it is 39 and 33 per cent., and in one case as low as 31 per cent.)

The Festiniog Railway being a small line to a number of slate quarries has practically a monopoly of the traffic, consequently it can charge for transport rates higher than those charged by the majority of English lines, which are in keen competition with each other. The charge for slates is 2½d. per ton per mile, and 2¾d. for other traffic, which may be said to be almost entirely mineral, being of coal and lime. Now the mineral rates charged on the ordinary English lines vary from ¾d. to 1d. per ton per mile, or less than half the rates charged on the Festiniog Railway (in one case within my knowledge the rate for minerals scarcely exceeds one-fourth of the Festiniog rate, and that subject to rebate). It is true that, on the average of English lines, the distance is greater than on the Festiniog line, and that the terminal expenses or cost of loading would not be spread over so many miles; but, on the other hand, neither the loading nor the unloading of slates on the Festiniog Railway is undertaken by the Company's servants, but by the agents of the different quarry-owners, who are the freighters, so that there are no terminal expenses to speak of.

For simplifying the question, however, I will assume that the rates of freight are double those ordinarily charged, though three times would be probably nearer the mark.

Now, it is clear that whatever may be charged to the freighters, the amount of that rate can exercise no influence on the working expenses, which must remain the same whether the rate charged be 2½d., or 6d., or 1d., or ¾d.

Suppose then, for the sake of fair comparison, that we take the same rates as those of other railways, which I assume to be half those of the Festiniog Railway, the receipts will be reduced to one-half, whilst the working expenses remain the same; so that the proportion of working expenses immediately mounts up to 89 per cent. of the receipts; or, if we take the total expenditure, we have a proportion of 110 per cent., or an expenditure exceeding the receipts.

2. To deal with the fact that the Festiniog line yields 29½ per cent. interest on its original capital, I will not stop to inquire how far the average of English lines have suffered by taking up, leasing, or guaranteeing unremunerative lines to prevent them from falling into the hands of a rival Company, although this is notoriously the principal cause of low interest on the English railways. I will simply accept the facts as they stand, and form the comparison on that basis. It appears then that the Festiniog Railway Company, whilst working the line with horses, realized such profits that they were enabled to expend a sum of £50,000 out of their profits, in additions to the line, and in rendering it capable of being worked by locomotive power. If this additional capital be taken into consideration, the amount of interest will be reduced to 12½ per cent. on the outlay; still this is a handsome return, but if we are to institute a fair comparison with other railways, we must see how this interest is obtained. To do so I must again revert to the rates.

Suppose, for instance, that the Festiniog Railway Company were forced by competition, or otherwise, to carry their traffic at the same rates as those adopted on other lines, which I have assumed at half the rates now charged on the Festiniog line, the receipts would at once be reduced to one-half, or instead of £23,676 they would only amount to £11,838, whilst the working expenses still remaining unaltered would be £13,050, or a deficit, instead of 12½ per cent. interest. In these comparisons I have assumed the whole of the traffic to be a "mineral" traffic, consisting of slates, though, strictly speaking this is not the case, but the passenger carriages only form one-twentieth of the number of vehicles: and even the other trucks, which almost exclusively carry a "mineral" traffic of coal and lime, do not form one-twentieth portion of the whole. I have, therefore, simply confined my remarks to the question of slate (or "mineral") traffic, though probably some slight reduction might be made in my figures for the small amount of traffic that may not be carried at such high rates. My aim has been to place before you in as clear and concise a manner as possible the principles upon which a fair comparison can only be made.

The Festiniog Railway was, it appears, a profitable concern when worked by horses; and it would have been easy to establish the superiority of horse-power over locomotive power, were interest on capital, or proportion of working expenses to receipts, to be the only criterion of their relative merits.

3. I now come to the question of the proportion of dead weight of rolling stock to freight; and in this respect the Festiniog Railway has an undoubted advantage so far as slate traffic is concerned, for slate is a heavy and compact article of freight, and a considerable weight of it may be packed in a small compass; consequently, if a small truck be sufficient to contain as much as a pair of axles can bear, the small truck must have the advantage so far as dead weight is concerned; but few of the English railways have a traffic of one uniform dense character like that of the Festiniog Railway; and it is generally necessary, in order to avoid multiplication of rolling stock, to have a few types of truck capable of carrying freight of all kinds; but even if a railway of the ordinary gauge were to have a traffic of slates alone, I doubt whether the trucks could be constructed so as to have so small a proportion of dead weight as on the 2-foot gauge.

The case, however, wears a very different aspect when we arrive at the consideration of a bulky and less weighty freight; take for example, coffee in "parchment," which I suppose forms from 90 to 95 per cent. of the freight from Kandy to Colombo. Its bulk (weight for weight) must be at least eight or nine times that of slate (and this is no extreme case; for unpressed hay, straw, and other agricultural produce, are thirty times the bulk of slate). It would be necessary, therefore, to employ eight or nine of the slate trucks to carry an amount of coffee equalling the weight of slate that might be carried in one truck; in other words, the dead load will have to be increased eight or nine fold when you begin to carry coffee in the Festiniog truck (or thirty-fold in the case of hay and straw). This is on the assumption that the slate trucks are used for the conveyance of coffee; and I have assumed this in order to simplify the question, and show the principle involved; at the same time trucks might be designed on the 2-foot gauge, in which the dead load might be reduced below the proportions I have given in the simple comparison of bulk with bulk. There is no doubt, however, that whilst small vehicles give the least dead load for dense compact freights, the larger are more economical for light bulky freight; and this principle is evidently being recognized in those parts of India in which cotton traffic is large; for I learn that on some of the Indian railways an endeavour is being made to economize the dead load by increasing the size and capacity of the trucks.

4. The fourth point would be too absurd to combat, were it not so gravely and plausibly insisted upon by the writer of the letters of the *Times*, who, after going into some elaborate proofs to show that a ton of dead weight or more is carried for every passenger, continues—"surely it must be a severe reproach to mechanical science so long as a ton of passengers means according to one calculation, 20 tons, or, according to another, 33 tons, &c.;" and then he proceeds to show that, by the system he advocates, carriages may be constructed so that a passenger and his dead load, instead of weighing a ton or more, may only weigh 5 cwt. Now, any one who has the slightest acquaintance with the working of railways knows that the principal causes of this excessive weight have nothing to do with "construction" or "mechanical science," but with the traffic arrangements and with the travelling public. The dead weight is caused by the necessity for providing for the maximum number of passengers that may possibly travel on the railway, by the haulage of empty carriages, by the system practised by the travelling public of reserving empty compartments for themselves, and by innumerable facts well understood by traffic managers. Even the most superficial observer travelling on the English railways must have noticed, especially on branch lines, that the carriages are seldom filled to a third of their capacity, and that many are quite empty. This explains the secret of the immense dead weight. Whilst travelling on the Festiniog Railway I noticed that, so far as the first-class traffic was concerned, the dead load exceeded 2½ tons per passenger, without taking into account the share of dead load of engine and break-van, for there was only one passenger in the carriage on the up journey and none on the down. Our third-class carriages on the Ceylon Railway, when they are properly filled (as they almost always are), do not amount to 4 cwt. per passenger, including the weight of the passenger—and they are of no special construction—so that the wonderful improvement of 5 cwt. expected by the writer in the *Times* is by no means so great as it appears to be on paper. There is certainly room for the reduction of dead load in the construction of carriages to a limited extent, but the travelling public of England will not bear it. I remember that, several years ago, on a railway in the north of England, some carriages were constructed which reduced the dead load to 1½ cwt., exclusive of the weight of the passenger himself, but it was found that, practically, these carriages involved more dead weight than those of ordinary construction, because the public objected to travel in them, and the passengers in them were but few. After about a year's trial they were withdrawn. As a rule, the dead weight due to faulty construction or wasted space (both in goods and passenger traffic) is a mere bagatelle compared with that necessitated by traffic arrangements.

5. I now come to the cheap construction of light railways. This advantage on investigation will be found to be less than might at first sight be imagined. The cost of land will be nearly the same in the case of the light railway as it is in that of the broader gauge.

The fencing, the telegraph, the signals—precisely the same.

No. 6—continued.

The stations: nearly the same, the sidings longer, because a decrease in the width must entail increase in the length of the trains.

The permanent way will, perhaps, show the greatest saving, but that will be effected chiefly in the sleepers. It is a significant fact that the rails adopted on the Festiniog Railway are of greater weight than those originally adopted and used for many years on the 7-foot gauge of the Great Western Railway; on the other hand, the Great Western rails were laid on longitudinal sleepers, which admit of some reduction in the weight of rails.

The saving in the earthwork varies very much, but decreases relatively with the magnitude of the work. Take, as an extreme instance, the heavy embankments required to keep the Gampola Railway above flood-level. In an embankment of 50 feet height, with slopes of $1\frac{1}{2}$ to 1, the slopes which form the principal portion of the contents will remain the same, whatever may be the gauge; the only saving is a slip cut from the middle of the embankment, and each foot saved in width would only represent a total saving of $\frac{1}{10}$ th part of the whole; in other words, a little more than 1 per cent. The saving in bridges of large span would be but small, because the weight of the train bears so small a proportion to the weight of the bridge itself. The culverts cannot be reduced to any appreciable extent, except slightly in length; the faces would remain the same. The difference of cost between a 7-foot gauge and the ordinary 4' 8 $\frac{1}{2}$ " gauge, is considered by engineers who have investigated the question to be about 7 or 8 per cent. Even Captain Tyler, R.E., who has so strongly advocated the light system, and whose position as Government Inspector of Railways has done so much to bring the subject prominently before the public, even he admits that, "in flat countries very little saving can be effected by reducing the gauge"; but he believes that, "in mountainous districts sharper curves, which work more easily in the narrow gauge, can be better employed, so as to enable costly works to be avoided." If this be the case, then comes the question—"Are sharp curves precluded by the ordinary gauge?" A few years ago such a question would have been answered in the affirmative, for when the Ceylon Railway was first designed it was almost unique amongst railways, and I had no small opposition to overcome in the Colony because the curves in my proposed line were so sharp. My proposal was then designated as "a series of zig-zags and chamois-leaps at right angles to one another."

Since that time, however, the extension of railways to districts previously considered inaccessible to the locomotive has led to the adoption of still sharper curves; and the attention of engineers has been directed to the improvement of rolling stock so as to enable it to pass without difficulty round such curves. The sharpest curves of the Festiniog Railway are 115 feet radius, and the wheel base only 5 or 6 feet; but lately a steam carriage, 43 feet long, has been exhibited near London, running round curves of only 50 feet radius, at a speed of 25 miles per hour, on the ordinary gauge of 4 feet 8 $\frac{1}{2}$ inches, so that the greatest element of economy claimed for the exceptionally narrow gauge is, to some extent, illusive, inasmuch as, with the ordinary gauge, curves can be used which are twice as sharp as the sharpest curves on the Festiniog Railway.

6. It now only remains for me to discuss the sixth advantage claimed for the Festiniog system, being that the light character of the rolling stock reduces the wear and tear considerably. This is true to a certain extent, but less than might at first sight be imagined, because it must be remembered that the great causes of wear and tear on English railways are the high speed and heavy engines: in fact, this is admitted in the letters of the *Times*, from which the following is a quotation:—"The carriages and waggons are comparatively innocent. Go to him" (the engineer of the line) "and he will tell you—"We carry millions of tons on our line, and we ought to carry as many millions more without hurt, were it not for so-and-so's engines; they tumble and grind along and break down all before them. What should be a perfect road for years, with not more than two men per mile to look after, is now hammered out in as many months, with five times the number of men to look after.""

Now, heavy trains combined with high speed require heavy engines, and cannot be adopted without extensive wear and tear; but the Manchester and Liverpool Railway was for many years worked by locomotives as light as those used on the Festiniog Railway, and I well remember the time when the southern division of the London and North Western Railway between London and Birmingham was worked by small four-wheeled engines, scarcely one-third the weight of the present monster engines.

There is no reason why light engines, and even waggons and carriages of a lighter character, should not be employed on railways of ordinary gauge, provided the speed be restricted.

To recapitulate. I am of opinion that the advantages claimed for the Festiniog line may be disposed of as follows:—

1. The proportion of working expenses to receipts would be far greater than that of the average of English lines, were the rates of freight the same.
2. The interest of 29 $\frac{1}{2}$ per cent. would dwindle down to a deficit, were the ordinary mineral rate charged.
3. The advantages of dead load do not hold good in the case of lighter and more bulky freights than slate.
4. The dead load of passenger traffic is due to traffic arrangements rather than to any speciality of construction.
5. The sharp curves which are claimed as the principal cause of saving in construction are not peculiar to the Festiniog gauge.
6. Light engines and rolling stock may be employed without having recourse to the exceptionally narrow gauge.

There are few lines in England in which the traffic descends by its own gravity as on the Festiniog Railway, or on which the greater part of the traffic requires no power beyond the hauling back of the empty trucks; the gradients are most favourable, being practically about 1 in 90 for the whole distance, and yet the expenses per train mile are nearly double those of the average of English lines, and three times those of some of the Irish lines.

An endeavour has been made to show that the working expenses should be greater on the Festiniog lines, because the trucks are hauled back empty; but on the other hand, it must be remembered that the traffic is of such a character that the trucks one way may be filled to their full extent, and that as the traffic is "through" there is but little shunting, so that at least half the capacity of the trains may be considered to be utilized; whilst on ordinary railways, as a general rule, taking into account miscellaneous freights, half-loads, and empty returns, scarcely more than one-third of the trains run can be considered available.

Moreover, the comparison has been made between the working expenses of a low speed railway and those of high speed railways. Now high speeds must be proportionally more expensive than low, the tractive force of 12 miles to that of 50 miles being about as 1 to 2 $\frac{1}{2}$ apart from any consideration of increased wear and tear from impact.

In bringing forward arguments to refute the extravagant claims set up for the exceptionally narrow gauge, I do not wish to condemn either the light system or the Festiniog Railway. I believe that the former possesses many advantages, and may be adopted with great advantage under suitable circumstances; and the latter is a most interesting work, and reflects great credit on the engineer for the manner in which he has overcome the difficulties of working so small a gauge, and for the successful introduction of locomotives on it; but I do protest against the conclusion that the facts elicited by the working of the Festiniog Railway prove its superiority over the ordinary gauge under all circumstances, as its supporters endeavour to show.

It is not unusual when engineers bring forward arguments in opposition to the light system to consider that their opposition is actuated by "antiquated notions"; that they are attached to the orthodox plans to which they have been accustomed all their lives, and that, consequently, they are averse to any change.

I believe, however, that my antecedents will free me from any such imputation; and my past reports to the Government of Ceylon show that I have for years contemplated the introduction of light railways into Ceylon, should it be determined to open up certain mountain districts by railway communication. It would, however, be, in my opinion, a great mistake to make a break of gauge in carrying out the extension to Gampola; the features of the country are such that little if any saving would be effected by the adoption of a different gauge from that of the main line; and as Gampola is a centre into which the traffic of several districts converge, it would be most unwise to have a break of gauge between it and the main line, for in that event it would be more advantageous to the freighters to cart their traffic a few miles further along the road to the main line rather than dispatch them at Gampola to be subject to a change of vehicle after a few miles of railway journey.

The evils of a break of gauge are not to be overlooked, and the advantages should be well marked to justify it. I feel sure that if the Gampola Extension were to be laid to any other gauge than that of the main line, it would at some future time be relaid to the proper gauge. The Arconum and Conjeveran Railway, not many years ago, was laid down on a 4-foot gauge, and was intended to inaugurate a new system of light railways for India. There was no necessity in that case for any departure from the regular gauge, and I learn that it is now being relaid to the regular Indian gauge of 5' 6", after a heavy sacrifice of rolling stock and permanent way. I am strongly of opinion that reform in rolling stock is much more required than in gauge,

No. 6—continued.

and I think it would be well when any gauge has been once adopted in a country to see how far it may be possible, by means of modern appliances for passing round curves, by engines specially designed for low speeds and by light rolling stock, to secure the advantages of a light railway, without having recourse to a break of gauge.

I have, &c.,
GUILFORD L. MOLESWORTH.

To the Col. Sec.—B., 15 July, 1871. A copy of Mr. Molesworth's report may be forwarded to the Secretary for Public Works, for perusal of Engineer-in-Chief of Railways, and his consideration of how far the principle of the Festiniog Railway may be of practical avail in this Colony.—20 July, 71. JOHN R., 24 July, 71.

The Principal Under Secretary to The Under Secretary for Public Works.

Sydney, 25 July, 1871.

Sir,

In transmitting the accompanying printed copy of a Report by Mr. Guilford L. Molesworth, Director General of the Ceylon Railway, upon the Festiniog Railway system, as received by His Excellency the Governor from Her Majesty's Principal Secretary of State for the Colonies, I am directed by the Colonial Secretary to suggest that the Secretary for Public Works should be invited to cause the same to be forwarded for the perusal of the Engineer-in-Chief for Railways, and for his consideration of how far the principle of the Festiniog Railway may be of practical avail in this Colony.

I have, &c.,
HENRY HALLORAN.

Engineer-in-Chief for Railways will be good enough to report.—J.B., 27/7/71. Report herewith.—J.W., 8 Aug., 1871. Commissioner, 71/2817.

Minute Paper of the Engineer-in-Chief for Railways.

(71-2817.)

Department of Public Works,
Railway Branch, Engineer's Office,
Sydney, 5 August, 1871.

In compliance with the request of the Honorable the Colonial Secretary, contained in his letter, dated 25th July, 1871, that I would peruse the report of Mr. Molesworth upon the Festiniog Railway, and consider how far the principle of such railway might be available in this Colony, I have to offer the following remarks:—

In the first place, I have to observe that the whole subject of the Festiniog Railway has been so ably and fairly dealt with by Mr. Molesworth that little more remains to be said on the subject.

The gauge and traffic on this line are both exceptional, the former being 2 feet, and the latter almost exclusively slates. I know of no other railway having a traffic where so much dead weight can be so conveniently packed for haulage, and for which an exceptionally narrow gauge could be used.

The heavy traffic also being down-hill, nearly the whole cost of haulage or working is in taking the empty trucks back to the mines on an average incline of one in ninety only.

No circumstances could be more favourable for economy in working, and yet Mr. Molesworth says that, "the expenses per train mile are nearly double those of the average English lines, and three times those of the Irish lines." The gauge of the English lines being 4' 8½", and that of the Irish 5' 3".

Therefore, so far as cost of working is concerned, with a most favourable traffic there is a positive disadvantage in adopting a gauge of 2 feet.

It is stated by Mr. Molesworth that the rate for slates is 2½d. per ton per mile, and 2¼d. for other traffic, which is almost entirely mineral, and consists of coal and lime.

The rate charged in this Colony for the conveyance of minerals and for agricultural produce is little more than half of the above rates, and all working expenses, caused by higher rates of wages, and increased cost of fuel and stores, are more than double those on the Festiniog Line.

This Festiniog line is exceptional in every way. It is an isolated line, and subject to no competition; nearly its whole traffic is carried down-hill; the loading and unloading of slates is all done by the freighters, and the terminal expenses are therefore very small.

The cost of the line is stated to have been £6,000 per mile, including rolling stock, with rails weighing 48 lbs. to the yard, but it is not stated what proportion of this amount was expended upon the works. The land through which the line passes is said to be valueless, and the railway has been free from ruinous Parliamentary expenses. If, as I believe, the cost of the proposed extensions in this Colony does not exceed £7,000 per mile, with a 70-lb. rail and with a gauge of 4' 8½", they will bear favourable comparison with the boasted cheapness of the 2-foot gauge on the Festiniog line, if the difference in the cost of labour and materials be taken into consideration.

The question of gauge however has very little to do with the cost of a railway, and it has always appeared to me remarkable that the public should have been so grossly deluded by the advocates of the exceptionally narrow gauges on this subject.

The moment a railway extension is spoken of, the difficulties of the country are never considered, but the unthinking portion of the public rush at once to the conclusion that by adopting what to me appears the useless gauge of 2 feet, nearly all cost of construction is at once got rid of.

The following remarks which bear on this question are from Mr. Fowler's report on narrow gauge railways in India.

22. The chief causes of difference of cost in railways are nearly as follows:—

- 1st. Heavy works to obtain superior gradients to enable the same power to take greater loads.
- 2nd. Heavy works to obtain curves of large radius for high speeds.
- 3rd. Heavy rails, fastenings, and sleepers.
- 4th. Greater dimensions of formation, ballast, drainage, &c.
- 5th. Greater strength of bridges for greater weight and speed.
- 6th. Works for accommodating large traffic at stations.

These and similar works, and not gauge, cause the vast difference of cost between a railway for the accommodation of heavy and rapid traffic, and one to suit the requirements of light and slow traffic; and although the causes above enumerated may possibly even quadruple the total cost of a railway, it will be seen that they are only very slightly influenced by gauge.

Upon any railway which has to convey an ordinary traffic, I consider the 2-foot gauge all but useless. It would be impossible on such a gauge to carry with safety wool, hay, or cattle; and as these products will form a large portion of the traffic on the lines in this Colony, I consider the 2-foot gauge inadmissible for goods traffic, and most inconvenient for passengers.

The cost of railways being therefore influenced very slightly by a reduction of gauge, I strongly advise that no change of gauge be made in the construction of any railways in this Colony, as I am satisfied that no saving can be effected by a reduction in the width of gauge at all commensurate with the inconvenience which will be occasioned, not only by a break of gauge but by the still greater inconvenience of complication in the rolling stock.

The general impression appears to be that the difference in the cost between the railways now proposed beyond Bathurst, Goulburn, and Murrurundi, and those already constructed, arises from some great scientific discovery in England, which has been slow in finding its way to these Colonies.

Nothing, however, can be further from the truth; the great difference arises almost entirely from the fact that on the extensions named the character of the country is exceedingly favourable, that deep cuttings are unnecessary, that there are no rivers to cross, subject to heavy floods, and that therefore large and expensive bridges are not required.

Some reduction has been made in the cost of the permanent way for the extensions, by dispensing with chairs and keys, by a reduced formation width, and by decreasing the quantity of ballast; but this saving is small in comparison with that effected by the absence of heavy works.

No. 6—*continued.*

I will take this opportunity to offer my unprejudiced opinion that the best interests of the Colony would be promoted by extending with all despatch the Southern Railway to the Murray, at Albury, so as to effect through communication by railway with Melbourne and the intermediate districts, not only with a view to the through traffic, which might be anticipated, but mainly with the object of providing the settlers in this Colony with easy access to the ports of both Melbourne and Sydney, as I think whatever restrictions are placed upon the means of communication, the traffic will always find its way to the nearest and most favourable market; and if a better market could be found in Melbourne than at Sydney, it would clearly be to the benefit of the producers in this Colony to have the Melbourne market open to them by the cheapest of all roads.

Another great advantage to be derived from the completion of the Southern Railway will be the transmission of mails and passengers from Sydney to Melbourne, when the mail service is conducted by a branch line of steamers from Singapore through Torres Straits, by the action of the New South Wales and Queensland Governments.

The Victorian Government would also be benefited by the adoption of this route, as the mails would be delivered in Melbourne in less time than by the present route *via* Galle. The time occupied in travelling by railway from Sydney to Melbourne would be about twenty-one hours.

I must apologize for having gone beyond the matter referred to me, but I trust the importance of the question raised will be considered a sufficient justification for the course adopted.

It may be gathered from my remarks that I do not consider a gauge of 2-feet could be used in this Colony for ordinary traffic, and nothing could justify the use of such a gauge upon any railway other than one so exceptionally circumstanced as that of the Festiniog, and this railway may, in my opinion, be looked upon more as a curiosity than as an example to be followed.

With reference to the "Fairlie engine," which has been used in the working of this line, I desire again to call attention to the fact that it is in reality two engines, having four cylinders, two boilers, two sets of motion, and duplicate in every respect.

Two tank engines coupled together of precisely similar construction would represent the Fairlie engine, and do the same amount of work, but with this additional advantage, that they could be used separately if required.

JOHN WHITTON.

The Honorable the Chief Secretary.—J.B., 15/8/71. Principal Under Secretary, B.C., 15/8/71.—J.R. While this report shows that the principle of the Festiniog Railway can be of no avail in this Colony, it strongly urges completion of railway communication with Victoria.—16 Aug., /71 Seen.—JOHN R.

(M.)

Department of Public Works,
Sydney, 1 July, 1872.

MINUTE PAPER.—RAILWAY TRIAL SURVEYS.

WILL the Engineer-in-Chief be good enough to state what has been done with reference to the trial surveys beyond Goulburn, Bathurst, and Murrurundi, for the information of Mr. Sutherland.—J.R.

From Goulburn to Yass working surveys have been made and the line staked out. Tenders might be invited for this length in about a month.

Beyond Yass trial surveys (very rough) have been taken to Narrandera, on the Murrumbidgee; but my opinion is that surveys should be made to Albury, *via* Wagga Wagga; and for the present it might be sufficient to construct a railway to Wagga Wagga, connecting it with the Murrumbidgee. But, as the railway will ultimately be extended to Albury, it would be advisable so to construct this portion of the line that no difficulty may be hereafter experienced in crossing the river, and in avoiding as much as possible valuable property in Wagga.

From Bathurst to Orange trial surveys have been made, and I think the best line has been very nearly determined upon.

From Murrurundi to Tamworth trial surveys have been taken; but as that portion of this length crossing the Liverpool Range would, if constructed over the line now levelled, be very costly, additional trial sections are absolutely necessary before any line can be adopted.

I recommend that surveyors be at once sent to the south and the north, for the purpose of finally determining the best line for railway extension in those districts.

The Southern line, after leaving Yass, should proceed towards Albury, in the direction of Bowning, Binalong, Murrumburrah, Cootamundry, Junee, and Wagga Wagga.

J.W., 8/7/72.

Commissioner, 8/7/72. Rys., 9/7/72. I approve of the surveyors being sent as soon as possible for determining the best lines for railway extension.—J.S., 15/7/72. Recd., 9/8/72. Mr. Whitton, B.C.—J.R., 9/8/72.

No. 7.

RAILWAYS—CORRESPONDENCE RESPECTING QUALITY OF IRON USED IN MANUFACTURE OF RAILS FOR THIS COLONY.

(A.)

The Under Secretary for Finance and Trade to The Colonial Agent General.

The Treasury, New South Wales,
20 April, 1870.

Sir,

I had the honor, by direction of the Colonial Treasurer, to forward to your address, by book post, *via* Marseilles, a copy of the Report of a Select Committee of the Legislative Assembly of this Colony upon "Railway Extension"; and I am now to invite your earnest attention to paragraph 14 of that Report, in which the Committee deem it their duty to call the attention of Parliament to disclosures as to the quality of the iron used in our Railways, in the evidence given before them (references thereto quoted), which have led the Committee to believe that the Colony "has been for years largely and constantly defrauded to an enormous extent in the article of rails." Dated 25 March, 1870.

It having been represented to Mr. Samuel that the specification for the supply of such rails is of the most stringent kind, and invariably for rails of the best quality, it becomes necessary that the Government should be furnished with an immediate explanation of the fact that it was not discovered in England that the rails referred to in the evidence were not manufactured in accordance with that specification.

I have, &c.,
HENRY LANE.

(B.)

The Colonial Agent General to The Under Secretary for Finance and Trade.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 15 July, 1870.

Sir,

Referring to my letter of the 17th of last month (No. 286), I have the honor to transmit herewith, for the information of the Honorable the Treasurer, the enclosed copy of a letter I have just now received (3.20 p.m.) from Mr. Fowler, together with copies of its enclosures.

No. 7—*continued.*

2. While I do not doubt that the particular rails reported by the Engineer-in-Chief, forming a part of those supplied by Messrs. Bolckow & Vaughan, and the Weardale Company, respectively, did prove defective in wear, I regard it as so very desirable in every case of complaint that both sides, especially that against which the complaint is directed, shall be thoroughly satisfied that every possible justice has been done them in the matter, that I do not hesitate to recommend that the applications for information severally made by the Firm and Company in question shall be complied with; and that the proposal of the one to send out to the Colony an Agent of their own, specially charged to investigate the whole matter, and the request of the other to have all their damaged rails sent Home at their own expense, to be examined, in conjunction with themselves, by an Inspector appointed by Mr. Fowler, shall be assented to and complied with.

3. The whole tone of their letters, and the fact that the courses they propose will involve considerable expense to themselves, evidence good faith, and their adoption will, on the defective quality of their several rails being proved in the way they themselves propose, preclude contest against the right of the Government to have, in such case, their value refunded.

4. I have received the Inspector's reports, forwarded for my perusal by the consulting Engineer, but their number and volume render impossible their examination before the mail closes. I shall, however, as early as possible, carefully go through them, and report the result when forwarding the further reply which Mr. Fowler states his intention of making.

I have, &c.,
W. C. MAYNE,
Agent for the Colony of New South Wales.

[Enclosure.]

John Fowler, Esq., to The Colonial Agent General.

2, Queen-square-place,
Westminster, S.W.,
15 July, 1870.

Sir,

I beg to acknowledge receipt of your communication dated the 13th day of June, enclosing a letter from the Under Secretary for Finance and Trade of the 20th April, and also a Report of the Select Committee of the New South Wales Parliament, on the subject of Railway Extension, in which occurs (paragraph 14) allusion to evidence given before the Committee, by officers of the Government, on the subject of the permanent-way materials exported from England and inspected by me.

I have carefully read through the evidence alluded to, and particularly that which was given by Mr. Thomas and by Mr. Mason.

I find that the only portion of Mr. Thomas's statements which are corroborated by Mr. Mason is as to the wear of the rails; and on this subject a report was received from the Colony in the early part of the year, in which complaints were made by the Engineer-in-Chief of the bad wear of the rails laid down on the railway between Marulan and Goulburn, and requesting that in future tenders be not invited from the firms who supplied rails so complained of, viz., those of Messrs. Bolckow & Vaughan and the Weardale Iron Company; and you thereupon instructed me not to apply to these firms for any future tenders.

These instructions have been carried out, but I have felt it right not to permit the question to rest there, and I accordingly communicated at the time with Messrs. Bolckow & Vaughan, whose rails had failed to the greatest extent, and have received the enclosed letter from those gentlemen.

In the case of the Weardale Company, I did not write to them at the time, as I understood their works had changed owners since the period when the rails were supplied, but I have since found that this is not the case, and have therefore written to them on the subject, and enclose their reply.

With respect to these replies I think you will consider they have fairly met the case, as far as they possibly could with the information before them, and you will probably suggest that the further particulars they have asked for should be given to them.

With regard to these firms, Messrs. Bolckow & Vaughan are the largest rail manufacturers in the Cleveland District of Yorkshire, and the Weardale Iron Company are one of the oldest and most respectable firms in the South Yorkshire District.

The characteristic of the iron manufactured by Messrs. Bolckow & Vaughan is hardness and great wear; on the other hand, the characteristic of South Yorkshire iron is great toughness, and it is somewhat softer than that manufactured by Messrs. Bolckow & Vaughan. Both firms have an excellent reputation, and have always evinced a desire to turn out rails of a satisfactory character; and I am at a loss to understand why these particular rails should exhibit wear so rapidly as is described in the report; and I would suggest that the Government should ascertain if the lines have been properly maintained, and kept at a proper level by careful packing.

I can certainly undertake to say that the defects have not arisen from the want of sufficient supervision during the course of manufacture; that supervision was close and constant, as you will perceive by my Inspector's voluminous reports made from time to time during the execution of the orders; and these are now sent for your perusal, together with the instructions given to them.

I will reply further on some other portions of the evidence contained in the report in a few days.

I am, &c.,
JOHN FOWLER.

[Sub-enclosures.]

Messrs. Bolckow, Vaughan, & Co., to John Fowler, Esq.

Bolckow, Vaughan, & Co. (Limited),
General Manager's Office,
Middlesbro-on-Tees, 6 January, 1870.

Dear Sir,

In reply to your communication on the subject of the rails supplied by us for the New South Wales Railways, we can only state our great regret that you have to complain of them in any way.

We hope you will excuse us saying that, as we never before in our long experience knew any considerable number of our rails to fail within moderate time under reasonable work, and as the rails we supplied for New South Wales were, we believe, in every respect at least equal to those we generally make, we feel convinced that those now under consideration must have met with exceptional treatment.

We would like to have particulars of the defects complained of, and we hope you will oblige us by obtaining a list of the rails in detail, with the nature of the defects set against each, and, as well, information as to the position in the line in which each was placed,—whether at or near stations, watering-places, or other extremely worked portions of the railway.

Rather than rest under the imputation of having supplied to you rails of bad quality, we will send out to New South Wales an agent of our own, specially charged to investigate the whole matter.

We confidently assert that there is not in Great Britain any railmaker whose character stands higher than our own, and we know how readily you may test this assertion if you consider it needs testing.

During the last three or four years we have supplied to the Great Northern Railway, the North-eastern Railway, the London and North-western Railway, and sundry other of the chief of the English railways, enormous quantities of rails, which have always given the greatest satisfaction. To the three Companies named we sent about 30,000 tons within four or five years, and we shall feel much satisfaction if you will make application to any of those Companies as to the manner in which our contracts have been executed.

We are, &c.,
BOLCKOW, VAUGHAN, & Co. (Limited),
p. EDW. WILLIAMS,
General Manager.

2, Queen-square-place, Westminster,
London, S.W.

No. 7—continued.

John Rogerson, Esq., to John Fowler, Esq.

The Weardale Iron and Coal Co. (Limited),
Judhoe Iron Works, Newcastle-upon-Tyne,
12 July, 1870.

Dear Sir,

We have received your letter of the 23rd ultimo, from which we see with great concern that a complaint has been made of the quality of the rails supplied by us to the New South Wales Railway, between the years 1862 and 1864, and that upon a length of 20 miles, which has been opened only two and a half years, sixty-eight of our rails have been taken up.

We deem it necessary to ask what proportion of the 20 miles were laid with the rails supplied by us, and had they been previously used in the construction of the railway before being laid down in the permanent way, or laid at stations,—were they crushed or laminated, or did they break when in use? For the distance named the quantity is small under ordinary circumstances, and below the average on lines in the north of England, while ordinarily a larger number fail from insufficient ballasting, bad sleepers, and accidental wear.

As this is a charge seriously affecting our reputation as makers of the highest class rails only, we request that all the damaged rails be sent home at our expense, and we trust you will appoint an Inspector to examine the same with us, in order that the charge may be properly investigated, and at the same time supply us with the information of the amount of work the rails have undergone.

You are no doubt fully aware that we make our rails and iron from a uniform quality of minerals, and the iron supplied by us stands the highest tests and wear, and that we supply the principal English and Indian Railways, from whom we have no complaints. The high quality of the iron is such that besides the Cumberland hæmatite it is the only iron in England that can be converted into steel by the Bessemer process.

We remain, &c.,

(For the Weardale Iron & Coal Co.),
JOHN ROGERSON.2, Queen-square-place,
Westminster.

(C.)

The Agent-General for New South Wales to The Under Secretary for Finance and Trade.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 11 August, 1870.

Sir,

Referring to my letter No. 299, of 15th July last, I have the honor to enclose, for the information of the Honorable the Treasurer, copies of communications I have this day received from Mr. Baldry, in Mr. Fowler's unavoidable absence from England.

2. Time does not admit of my having copies *in extenso* made of the documents forwarded to me from Mr. Fowler, but I have examined these, and have found that they show the results set forth in the letter of yesterday giving the annual cost of maintenance of several single lines of Railway in England and Ireland, and their general average per annum under that head.

I have, &c.,
W. C. MAYNE,
Agent-General for New South Wales.

[Enclosure A.]

J. D. Baldry, Esq., to The Agent-General for New South Wales.

2, Queen-square-place, Westminster, S.W.,
10 August, 1870.

Sir,

Mr. Fowler being engaged as a member of the Commission appointed by the Indian Government (who are about to carry out small gauge railways in India) in the inspection of the 3 ft. 6 in. gauge railways of Norway, will not return to England in time to continue his answer on the subject of the Report of the Select Committee of the Legislative Assembly of New South Wales, by this mail.

I beg therefore that you will kindly consider that he has by no means exhausted his reply, or that he does not intend to say anything further on the subject, but that by the engagements I have referred to he is detained from England.

I am, &c.,
J. D. BALDRY.

[Enclosure B.]

J. D. Baldry, Esq., to The Agent-General for New South Wales.

2, Queen-square-place, Westminster, S.W.,
10 August, 1870.

Sir,

With regard to the maintenance of permanent-way in the Colony, respecting which some evidence was given before the Select Committee on Railway Extension, it has occurred to me that so far from the cost being in excess of what it should be, that really it was smaller than might be expected.

To ascertain this in some measure by comparison, I have procured some returns of the cost of maintaining similar lines here; the single line system although now increasing has been little used, and it is not easy to find cases that may be cited as parallel, but the following are perhaps nearly so:—

	£	s.	d.
Single line in the Isle of Wight	173	12	3
Single branch tributary-line to the Great Northern Railway	144	17	9
Severn Valley Railway tributary to the Great Western Railway, average of five years	152	12	8
Average of five railways in Ireland	146	7	2
	4)617	9	10
General average per annum	154	7	5½

I enclose the documents.

No. 7—continued.

From these cases, which I think are fair averages of cost of single lines, you will notice that the maintenance is but little below that of the lines in New South Wales; and considering the large extra rate of labour in the Colony, which constitutes the greater part of the cost, the inference is that either some element of expense is left out of the return given at page 4 of the appendix, which shows the average cost of maintenance for five years to be £162 12s., or that the lines in New South Wales have not sufficient labour bestowed upon them, and the permanent-way materials would of necessity deteriorate in more rapid manner than should fairly be attributable to them.

Without attaching too much importance to these comparisons, you may perhaps think it worth while to draw attention to this subject in the Colony.

I am, &c.,
JOHN FOWLER.
per J. D. BALDRY.

(Enclosure C.)

The average cost in five years in New South Wales was £162 12s.; in 1869 it was £127.
MAINTENANCE and renewal of Permanent-way on the lines of Railway in the United Kingdom, for the year 1867.

Name of Company.	Length in Miles.			Maintenance of Permanent-way per mile.	Remarks.
	Double.	Single.	Total.		
All Railways in the United Kingdom.....	7,834	6,403	14,247	£ 264	
England and Wales.....	6,378	3,659	10,037	302	
Great Northern.....	419	105	524	366*	See note below. do. Average, £207 14s. 3d. Total working expenditure, £571 per mile; proportion of expenses to receipts, £43.
Great Western.....	845	513	1,358	311*	
Somerset and Dorset.....	.....	66	66	121	
South Devon.....	34	78	112	245	
Rhymney.....	3	22	25	289	
Swansea Vale.....	.....	20	20	156	
Vale of Clyd.....	.....	10	10	213	
Isle of Wight.....	.....	12	12	140	
Cornwall.....	4	62	66	190	
Festiniog.....	.....	14	14	107	
Sishowy.....	.....	14	14	212	
SCOTCH RAILWAYS.					
All Lines in Scotland.....	966	1,316	2,282	208	Railways having for the most part single lines of rail are taken, in order better to compare with our Railways.
Forth and Clyde Junction.....	.....	30	30	168	
IRISH RAILWAYS.					
All Lines in Ireland.....	500	1,428	1,928	134	It will be seen that the single lines exceed the average for all lines; doubtless this is exceptional.
Belfast and Northern Counties.....	7	144	151	150	
Dublin, Wicklow, and Wexford.....	18	89	107	181	
RECAPITULATION.					
England and Wales.....	6,378	3,659	10,037	302	
Scotland.....	966	1,316	2,282	208	
Ireland.....	500	1,428	1,928	134	
The above combined.....	7,844	6,403	14,247	264	

* These two lines are quoted in answer to Mr. Thomas's statement before Committee, that the maintenance, &c., was from £80 to £100 per mile. (See answer to question No. 73.)

(D.)

The Colonial Agent General to The Under Secretary for Finance and Trade.

Agency of the Government of New South Wales,
8, Adam-street, Adelphi,
London, W.C., 31 August, 1870.

Sir,

I have the honor now to enclose, for the information of the Honorable the Treasurer, Mr. Fowler's explanation with reference to the allegations on which paragraph 14 of the "Report from the Select Committee on Railway Extension" was based.

2. That explanation appears to me so clear and satisfactory that, confining myself to corroboration on some points, I shall not weaken its force by, nor encumber it with, comment.

3. I have had the data in this office as to the prices of rails examined, and I am consequently in a position to testify to the correctness of the averages given by Mr. Fowler in paragraph 3 of his letter and its enclosure No. 1.

4. I have gone through the original reports made from time to time to Mr. Fowler by his inspectors charged with the supervision of the engines under construction, which place it beyond doubt that these "were not only erected in England, but tried in steam, and also in shunting on the line."

I shall return those reports to Mr. Fowler, they being records of his office. I do not forward copies of them, because to make such would occupy much time to no good purpose, and their transmission would involve very largely increased and unnecessary postage.

5. As regards the steps taken by Mr. Fowler to secure good quality of rails, I would refer the Treasurer to the specifications under which they have been supplied. These are in possession of the Railway Department, and will speak for themselves.

The enclosed copy of Mr. Fowler's instructions to his inspectors at the works will show the Treasurer that these gentlemen have carefully considered, and stringent orders calculated to secure watchful supervision, the application of proper tests, and the faithful performance generally of the contracts.

No. 7—*continued.*

6. Mr. Fowler having placed unreservedly in my hands for perusal, the reports, references, and communications addressed to him by the inspectors at the several works charged with the supervision of the contracts for permanent way material, and his replies and communications, I have carefully gone through those connected with Messrs. Bolekow & Vaughan's contracts for rails, &c. These range, in connection with the material for the Southern Line, over the period from the 20th of April, 1866, to 31st August, 1867, are included in thirty-four separate reports and letters, containing 101 pages of manuscript; in connection with that for the Western Line, extend from the 4th of September, 1867, to the 26th of November, 1867, are fifteen in number, and contain thirty-one pages of manuscript.

Mr. Fowler's communications to the inspectors and contractors in connection with both, range through both periods, are twenty-nine in number, and contain forty-six pages of manuscript. I have given these details to prove that strict attention to the instructions given them is exacted by Mr. Fowler from his inspectors.

The perusal of all the documents referred to has left no doubt in my mind,—would leave, I consider, no room for doubt in any candid mind,—that the supervision at the works during the execution of the contracts was closely and constantly directed to the faithful carrying out of the specifications, that the application of proper tests was full and repeated, and that no undue leaning whatever was shown towards the contractors.

7. I should be wanting in mere justice to Mr. Fowler, did I not, in forwarding his explanation, emphatically state my absolute conviction that, in no case coming within the range of his duties as Consulting Engineer, have the interests of the Colony been otherwise than jealously and faithfully guarded by him. That this should be so, the Colony had full right to expect; that it has been so, Mr. Fowler's unblemished reputation, his high character, and his professional position, all guarantee.

I have, &c.,
W. C. MAYNE,
Agent General for New South Wales.

[Enclosure.]

New South Wales Railways—Instructions for Rail Inspector.

- 1st. The Rail Inspector is to be supplied, before the work of this contract is commenced, with—
 - A copy of the specification.
 - A template of the rail contracted for.
 - Gauges for measuring exactly the position of the holes to be punched in the ends of each rail.
 - A measure to determine the exact length of each rail.
- 2nd. The inspector is to see that there is a lever machine placed near the rolling mill, which will admit of 20, 30, and 35 tons, or any intermediate number of tons, being put on the centre of a length of rail placed on bearings 3 feet 6 inches apart, and is to send up a sketch of this machine, and his calculations proving that it will weigh correctly.
- 3rd. He is to see that the mode of manufacture specified is exactly carried out, unless he shall receive, in writing, an authority from Mr. Fowler to allow a deviation from this mode of manufacture.
- 4th. He is to apply the templates to the rails rolled at each mill, to prove the rails are perfectly true to the templates.
- 5th. He is to weigh and measure ten separate rails, and report the exact length and weight thereof. This is to be done at the commencement of the contract, and repeated as he may be instructed.
- 6th. He is to select certain rails and see that the length of each is within a quarter of an inch of that specified, and also to take care that the method employed in placing the rail when it is cut insures regularity and exactness in the required lengths.
- 7th. He is frequently to apply his gauges to each end of rails to prove that the holes are correctly punched, and see that the gauge used is correct.
- 8th. He is to select for himself two or more 4-foot lengths of rails which fairly represent the bulk then made, and to test their deflection; and if the deflection be more than $\frac{1}{8}$ inch under a 20-ton load, or more than 2 inches under a 30-ton load, he is to make further tests and have the stack of rails so placed and marked as to ensure its not being delivered as a part of the contract, unless with the written authority of Mr. Fowler, to whom he shall in the meantime have made his report in detail with the result of such tests.
- 9th. He is to have one of these lengths slightly nicked all round and laid on its side under a tilt hammer with a piece of say $\frac{3}{4}$ -inch iron put on it and broken with one blow of the hammer. One end of this broken piece he is to send to the London Office; and if in his opinion it is not of good quality, he is to report this fact to Mr. Fowler at the time of forwarding the sample.
- 10th. He is to keep all his original tests, measurements, and remarks, in order, in one note-book, which Mr. Fowler will examine from time to time.
- 11th. His reasons for rejection will be, unsoundness, flaws, and bad welding of the pile, irregular lengths, bad punching, not square or not straight, not bearing tests, fracture showing bad quality, or any other imperfection detracting from the wear or strength of the rail; and his note-book must contain a careful register of these.
- 12th. He is to make a weekly return of rails made, examined, tested, and passed.

(E.)

John Fowler, Esq., to The Colonial Agent General.

2, Queen-square Place,
Westminster, S.W.,
23 August, 1870.

Sir,

In continuation of my letter of the 15th July, replying to your communication enclosing letter from the Secretary of Finance and Trade, of the 20th April, I will now beg to make one or two observations as to the evidence given before the Select Committee of the Legislative Assembly, upon which the paragraph No. 14 in the Report was based; and in doing so, I will endeavour to confine myself to such portions as refer to the duties performed by me on behalf of the Colonial Government.

With regard to the evidence of Mr. Whitton, the Engineer-in-Chief, I have already replied to the specific complaint as to the wear of the rails between Marulan and Goulburn. I may, however, draw attention to the fact that, in Mr. Whitton's evidence, page 45, though the wear of the rails over the worst portion is shown to be $2\frac{1}{2}$ per cent. in five months,—in the total quantity as enumerated by that gentleman, including this worst portion, the quantity is less than 1 per cent. in forty months, and, excluding the worst portion (Marulan to Goulburn), it is but little more than $\frac{1}{2}$ per cent. (.56) or one rail in 176, in an average wear of forty-seven months, or nearly four years; which I venture to say is really proof of most excellent quality.

With regard to Mr. Mason's evidence, he must have been misinformed as to the price paid for rails. You will perceive by the enclosed statement that the average price paid for rails in 1866 and 1867 was £7 12s. 9d. per ton, instead of £8 19s. per ton, as stated by Mr. Mason (at page 27 of the Report), and (at page 29) the average price said by Mr. Mason to have been paid for rails during the years 1859 to 1863 was £8 0s. 8d. During the portion of that period in which I was concerned in the purchase of rails for the Colony, viz., 1861 to 1863, the average price is shown to be £7 11s. 4d. per ton. I believe you have data in your office by which you can corroborate these facts.

As regards the suggestions offered by Mr. Mason with a view of ensuring better quality of rails, it is obvious at once that the mode recommended in his evidence (page 29, question 735), viz., that of inspection and test subject to rejection on arrival of the materials in the Colony, would not by any means afford a better security of good rails, and it would materially increase the cost without ensuring the only test not applied in England, viz., that of wear.

No. 7—continued.

I have for years considered the question of the best method of obtaining really good wearing rails, and in England I now adopt the system of guarantee for a certain number of years, in addition to inspection during manufacture, and this I find to be the best plan, because here the substitution of new rails for those that fail is a matter of comparatively small expense, and adds but little to the first cost; but it would so much increase the cost of the rails if a similar plan were adopted for those sent to the Colony, that it is cheaper to rely on inspection in England, and take the risk of a few failures, than to have them guaranteed for, say, five or seven years, which would add greatly to the price without anything like equivalent advantage.

As regards the mode of purchasing the rails, I think that under the system of open competition you get somewhat lower prices, but inspection becomes more difficult, and in spite of every care you are more liable to get inferior rails; whereas in a limited competition from selected manufacturers of high reputation, you get a much smaller percentage of inferior rails, but perhaps pay a little higher price.

The best method to be adopted in the selection of manufacturers is, I still venture to think, what was done when rails were first purchased for the Colony, and what has been again resorted to lately, viz., the selection of firms of the very highest reputation only (but in sufficient numbers to ensure a wholesome competition), so that with the attention we give the inspection here in England, you secure materials of the best possible quality, and at a reasonable price.

As regards the evidence given by another of the officers of the Colonial Government (Mr. Thomas) of the charges brought against myself, and the inferences drawn by him, I will say as little as possible. The statements are fortunately corrected for the most part by the evidence of the Engineer-in-Chief, and I will therefore only reply to a few of the salient points in the evidence which were not corrected, in order to show the weight that should be attached to that evidence.

Mr. Thomas (at page 3) says that the cost of maintenance on the Great Western Railway and Great Northern Railway, in England, is £90 or £100 per mile (here Mr. Thomas clearly refers to the main lines of these two railways, because he speaks of the enormous day and night traffic). I enclose letters from the Engineers of those Companies, by which it will be seen that, during the years 1867-8-9, the cost of maintenance of permanent way on those railways in one case was three times that sum, and in the other is £528, or more than five times that sum!

Mr. Thomas says (at page 23) that "engines have come out that had not been put together in England, and could not be put together in the Colony."

Enclosed are my inspectors' reports, which will show that the engines were not only erected in England, but tried in steam, and also in shunting on the line; and I enclose affidavits which Messrs. Stephenson and Messrs. Beyer & Peacock have forwarded in reply to my letter, in which I enclosed a copy of that portion of Mr. Thomas's evidence referring to these engines.

I will only instance one or two other cases in Mr. Thomas's evidence, not otherwise referred to, in further illustration of its inaccuracy.

In referring to locomotives, Mr. Thomas states (at page 20) that the power exerted by a powerful engine is 60-horse power. This is certainly less than one-fourth of the power exerted by ordinary locomotives. I enclose details and figures to show this, as relates to two classes of engines we have sent out to the Colony.

At page 7, Mr. Thomas states that he is familiar with the process of kyanizing timber, and that it is by means of kreosote. Mr. Thomas cannot possibly have had any familiarity with this process as he states, for it is effected by means of chloride of mercury (corrosive sublimate), and not by kreosote. The name given to it was from Kyan, the person who first introduced it.

The animus that suggested a complaint as to the falling of a stone (pages 4 and 23) which broke a rail is self-evident, and, but for the explanatory evidence of the Engineer-in-Chief, would not have been made known to the Committee. This stone or rock must have fallen with a force of more than 100 tons!

Many other inaccuracies occur in Mr. Thomas's statements, but they have been either already dealt with or corrected by subsequent evidence.

As regards the prices paid by the Colonial Government, and the statements made by Mr. Thomas (page 4) that they are greatly in excess of those paid by Companies in England,—I may say that comparison as to cost is exceedingly difficult to arrive at. The market, specification, urgency of delivery, time of year, and other causes, all in one way or other tend to affect the price, and therefore comparisons are fallacious; but the enclosed letters from engineers of two of the largest English railways, viz., the London and North-western, and the Lancashire and Yorkshire, show that the price is much about the same as paid by those Companies, although in the case of English railways they take delivery generally on any portion of their line, whereas our delivery is free on board in London or Liverpool; in fact, the prices paid by the Colony have been fair and just, without fear or favour to any man, and of the market value for the quality of rail supplied.

As regards the personal portions of Mr. Thomas's evidence, I am able to say, and that most emphatically, that any charges of neglect or carelessness in carrying out the orders for the Colony are unjust and totally without foundation.

With respect to the duties themselves which I perform,—having had to carry out very large works of construction throughout Great Britain and elsewhere during the last thirty years, and having always paid the greatest attention to the quality of materials used in construction,—I am convinced that there is no system of supervision and inspection established in this country for similar purposes which is more efficient and complete than my own, nor is more care taken in examination and testing of materials; but of course it may possibly happen that sometimes and under some conditions an article passes which it would be better should not pass; absolute perfection is unattainable, and where materials are manufactured in many parts, some portions may escape the most vigilant; but if on the whole the materials delivered are in accordance with the spirit and conditions of the specification, and at least equal to the standard of similar materials supplied to first-class railways in England, the object of inspection is effected; and I have no hesitation in saying that such has been the case with materials sent to Sydney, and inspected by me.

I repeat therefore what is a patent and provable fact, that every article supplied from England for the Government of New South Wales is obtained from the manufacturers on the best terms that are possible, that a large staff of competent and experienced inspectors are employed and liberally paid by me, and that every means are used to prevent anything being sent out that does not comply with the requirements of the Colonial Government; and I believe that on the whole I have succeeded in procuring for the Government an honest fulfilment of the contracts entered into for them.

I trust it will not be understood that I am claiming here an undue preference for my services, or deprecating the proper right of the Colonial Government to ask explanations from their Agent or officers whenever they see fit occasion to do so; but I think that, occupying the position I do in England, my public character claims for me some consideration and weight in the replies that I make from time to time in these explanations, and that it should be considered I would not descend to make excuses untruthfully for any omissions of duties either by myself or my employés; and I must be permitted to express my regret that censure should have been based upon evidence so obviously exaggerated, and which I fear was influenced by some personal feeling.

I am, &c.,
JOHN FOWLER.

Enclosures
Nos. 2 and 3.

Enclosure No. 4.
(Not forwarded.)
Enclosures
Nos. 5 and 6.

Enclosure No. 7.

Enclosure No. 8.

No. 7—continued.

[Enclosure No. 1.]

NEW SOUTH WALES RAILWAYS.

STATEMENT showing average cost per ton paid for Rails during certain periods, 1861-3 and 1866 & 7. 1861-2-3.

Date.	Tonnage.	Total Cost.	Manufacturer.
		£ s. d.	
1861	1,058	8,518 0 0	Beale & Co.
1862	751	5,443 0 0	Weardale Iron Co.
1862	350	2,649 0 0	Ebbw Vale Co.
1863	802	5,816 0 0	Weardale Iron Co.
1863	701	5,284 0 0	Ebbw Vale Co.
Totals	3,662	£27,710 0 0	
Average cost per ton during 1861 to 1863.....			£7 11s. 4d.

1866-7.

Date.	Tonnage.	Total Cost.	Manufacturer.
		£ s. d.	
1866	2,064	15,996 16 0	Losh, Wilson, & Bell.
1867	2,064	16,576 0 0	Rhymney Iron Co.
1867	4,948	37,924 0 0	Bolckow & Vaughan.
1867	296	2,266 0 0	Do. do.
1867	2,126	16,244 4 0	Do. do.
1867	1,062	6,939 0 0	Darlington Iron Co.
Totals	12,560	£95,946 0 0	
Average cost per ton during 1866 & 7			£7 12s. 9d.

[Enclosure No. 2.]

Richard Johnson, Esq., to John Fowler, Esq.

The Great Northern Railway,
Engineer's Office,
King's Cross, London, N., 26 July, 1870.

Dear Sir,

At the request of Mr. Baldry, I have much pleasure in handing to you herewith, in detail, the cost per mile of our main line maintenance from London to Askerne (160½ miles) for the past three years.

I am, &c.,
RICHD. JOHNSON.

GREAT NORTHERN RAILWAY.

COMPARATIVE Half-yearly Cost per Mile of Engineering Expenses.

	1867.		1868.		1869.		1867.		1868.		1869.	
	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.	January to June.	July to December.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
London Stations and Main Line, South District=75½ miles.						Main Line, North District=84¼ miles (Peterboro' to Askerne.)						
Maintenance of way	56 5 4	68 3 6	60 1 0	59 2 5	60 4 3	65 8 11	61 3 0	71 8 0	58 9 5	49 8 4	64 19 9	80 18 9
Renewal of way	115 13 2	60 19 8	96 7 6	102 9 11	97 9 1	52 14 7	153 3 7	169 2 7	137 9 9	108 3 9	83 18 4	81 5 5
Ballasting	2 6 3	0 19 10	1 9 8	0 10 5	4 17 9	5 15 0	1 0 7	1 11 10	2 1 1	1 16 1	1 7 2	1 11 8
Gates, fences, &c.	13 10 5	9 13 8	6 10 0	25 15 7	14 5 8	21 10 3	9 6 6	9 9 10	9 17 4	17 16 0	16 0 4	20 6 11
Works of line	25 9 9	54 5 7	17 7 0	11 18 4	26 1 11	10 19 2	11 4 2	4 9 0	5 2 1	5 10 0	4 16 0	6 6 0
Station works	67 18 1	68 11 9	73 16 4	69 6 7	71 6 3	66 1 8	38 16 1	37 12 2	23 3 3	20 13 7	37 3 9	38 4 10
Roads and yards	17 6 4	15 17 2	15 0 0	13 14 6	14 18 5	14 7 8	3 3 5	0 14 8	1 14 0	1 13 10	1 17 6	3 9 4
Houses and buildings...	34 8 9	27 11 6	39 17 4	51 5 0	69 6 8	115 17 6	10 1 1	11 1 2	4 16 6	4 6 3	10 19 7	14 1 2
Signals	10 7 11	7 16 4	14 9 4	12 7 6	27 5 1	20 5 9	1 8 6	4 10 10	3 11 1	4 13 2	6 17 5	7 7 0
Gas and water-works....	8 12 9	7 17 9	6 11 10	9 1 4	5 3 8	7 14 3	2 4 8	1 12 0	0 17 0	1 1 7	0 14 7	2 13 0
Staff and office charges...	7 7 5	7 15 1	3 19 0	4 15 7	5 13 2	5 10 11	5 10 2	5 11 11	4 10 5	5 19 7	6 14 1	6 14 3
General charges	4 15 11	3 14 4	3 3 0	3 0 10	*	*	*	*	*	*	*	*
	£ 364 2 1	333 6 2	338 12 0	363 9 0	396 11 11	386 5 8	297 1 8	317 4 0	251 11 11	221 2 2	235 8 6	262 19 2

* General charges abandoned.—R.J.

Average cost per mile per annum during the above three years, £727 8s. 11d. Average cost per mile per annum during the above three years, £528 9s. 2d.
Average cost per mile per annum for the whole of the main line (160½ miles) from London to Askerne, including the goods and passenger stations in London, £627 19s.

26 July, 1870.

RICHD. JOHNSON.

No. 7—continued.

GREAT NORTHERN RAILWAY.

COMPARATIVE Monthly Statement of Engineering Expenses.

	5 Weeks ending 1st Aug., 1868.	5 Weeks ending 31st July, 1869.	4 Weeks ending 29th Aug., 1868.	4 Weeks ending 28th Aug., 1869.	4 Weeks ending 26th Sept., 1868.	4 Weeks ending 25th Sept., 1869.	4 Weeks ending 24th Oct., 1868.	4 Weeks ending 23rd Oct., 1869.	4 Weeks ending 21st Nov., 1868.	4 Weeks ending 20th Nov., 1869.	5 Weeks ending 31st Dec., 1868.	5 Weeks ending 31st Dec., 1869.	Total Half-year ending 31st Dec., 1868.	Total Half-year ending 31st Dec., 1869.	Average cost per mile								
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Half-year ending 31st Dec., 1868.	Half-year ending 31st Dec., 1869.							
	Boston and Grimsby=47½ miles—Double Line.																						
Maintenance of way ...	295 6 10	471 3 8	369 12 7	262 11 1	537 7 11	545 1 9	456 19 4	463 19 3	673 5 10	527 0 10	303 11 3	369 6 8	2,636 3 9	2,639 3 3	÷ 47½ miles	55 10 0	55 11 3						
Ballasting .....	.....	0 12 0	.....	1 14 10	7 16 3	0 12 0	.....	.....	.....	.....	.....	.....	7 16 3	2 18 10		0 3 4	0 1 3
Gates, fences, &c.	27 2 10	51 13 9	26 7 1	79 17 11	57 2 0	21 12 11	15 14 3	12 17 8	14 6 10	14 0 11	80 3 2	91 15 8	220 16 2	271 18 10		4 13 0	5 14 6						
Works of line	0 5 5	20 3 3	.....	20 4 1	0 0 4	18 16 2	.....	.....	.....	.....	0 9 9	0 14 2	0 15 6	59 17 8		0 0 4	1 5 2	
Station works	60 14 10	37 10 5	25 1 8	29 2 5	80 17 11	50 6 2	107 11 7	45 14 11	52 12 6	35 12 8	40 15 3	37 3 7	367 13 9	235 10 2		7 14 10	4 19 2						
Roads and yards	1 17 6	1 9 8	0 14 0	22 0 2	1 2 11	2 18 0	5 4 4	3 14 0	8 16 7	5 0 1	54 0 9	5 17 4	71 16 1	40 19 3		1 10 2	0 17 3						
Houses and buildings...	25 15 11	16 7 7	18 7 4	15 0 7	14 0 9	17 11 2	8 4 10	17 9 4	11 13 1	22 3 8	37 12 10	35 4 9	116 14 9	123 17 1		2 9 2	2 12 2						
Signals.....	10 2 3	3 19 7	6 0 7	3 5 8	5 18 8	9 1 11	10 4 4	15 10 9	8 0 2	10 0 10	9 19 5	13 19 9	50 5 5	55 18 6		1 1 2	1 3 7						
Gas and water-works ...	2 2 1	0 8 0	1 8 8	1 1 0	3 8 9	5 10 11	1 14 1	2 0 3	0 8 0	0 12 4	1 16 6	2 0 11	10 18 1	11 13 5		0 4 7	0 4 11						
Staff and office charges	9 9 2	7 15 9	10 17 0	6 13 4	27 13 5	25 14 0	8 4 11	6 16 10	8 4 9	6 13 10	36 1 3	37 18 8	100 10 6	91 12 5		2 2 3	1 18 6						
																	£ s. d.						
	£ 433 16 10	611 3 8	458 8 11	441 11 1	735 8 11	697 5 0	613 17 8	568 3 0	777 7 9	621 5 2	564 10 2	594 1 6	3,583 10 3	3,533 9 5	÷ 47½ miles	75 8 10	74 7 9	= 149 16 7 per mile per ann. for maintenance.					
Renewal of way	471 6 9	425 19 2		9 18 5	8 19 4	= 18 17. 9 per mile per ann. for renewal of way					
																							= 168 14 4 per mile per ann., all costs.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 7.—*continued.*

[Enclosure No. 3.]

W. G. Owen, Esq., to J. Baldry, Esq.

Great Western Railway,
Engineer's Office, Paddington, W.,
2 July, 1870.

Dear Sir,

The average cost of maintenance and renewals in—

1867	was	£305	9	0	per mile per annum.
1868	"	280	13	1	"
1869	"	273	8	9	"

We have no record made up of the cost of *single* lines, or of mixed gauge lines; but if you will let me know what you require I shall be very glad to pick up the results from our returns.

It is necessary to know the particular circumstances connected with each class of maintenance, before we are able to draw safe conclusions; as for instance, most of our single lines are very modern, and the maintenance is therefore *lower* than it will be when they attain an average life.

The opening of every new piece of single line with light traffic materially reduces the general average of the whole system, and might if unexplained lead to the impression that we are spending too little on the line.

Yours truly,
W. G. OWEN.

2, Queen-square Place, Westminster.

We shall be happy to send you any detail Mr. Fowler wishes for.

[Enclosure No. 5.]

Charles Manby, Esq., to John Fowler, Esq.

24, Great George-street, Westminster, S.W.,
26 July, 1870.*New South Wales Railway.*

Dear Sir,

In reply to your letter, enclosing an extract from evidence given by an officer of the Government, before the Legislative Assembly, in respect of engines supplied for the New South Wales Government, we beg to transmit to you the affidavit of Mr. G. K. Douglas, the engineering manager of our works, corroborated by that of Mr. Crow, the general foreman of construction, and Mr. Anderson, the foreman of the erecting shop, as to the fitting, erection, and trial of our engines Nos. 1541 to 1549 inclusive, before we delivered them for shipment; and this statement can be corroborated in every respect by your own inspector, who was at our works during the construction and the whole time of the trials of these engines.

We are, &c.,
Pro ROBERT STEPHENSON & Co.,
CHARLES MANBY.

A.

AFFIDAVIT OF MR. G. K. DOUGLAS.

New South Wales Railways.

WHEREAS it has come to the knowledge of Messrs. R. Stephenson & Co., of the borough and county of Newcastle-upon-Tyne, engine manufacturers, that certain statements have been made in the Colony of New South Wales, reflecting on the manner in which certain locomotive engines, numbered by them 1541 to 1549, both inclusive, were constructed, packed, and sent out to such Colony: Now I, George Katz Douglas, of Newcastle-upon-Tyne aforesaid, engineering manager of the manufactory of the said firm, do hereby make oath and say as follows:—

1. I well remember the said engines, numbered respectively 1541 to 1549, both inclusive, having seen them continually in course of their construction.
2. That the said engines were manufactured of the best materials, and in a thoroughly workmanlike manner; that after their construction they were carefully fitted and properly tried under steam, with every part attached; that everything was done which could be done to ascertain that every part had been perfectly fitted and was in thorough working order, before the said engines were taken to pieces, numbered, figured, lettered, and packed for shipment to the said Colony.
3. That the said engines were carefully inspected during the progress of their manufacture, trial under steam, and packing, by a competent independent inspector, appointed by Mr. John Fowler, civil engineer, London.
4. That the said engines were so distinctly marked and lettered that they could have been erected, on their arrival in the said Colony, by any ordinarily intelligent engine-fitter conversant with the construction of locomotive engines; all the parts having been, as before stated, carefully figured, numbered, and lettered, as is the consistent practice of the said Robert Stephenson & Co.
5. That I have been engineering manager of the said firm of Robert Stephenson & Co., for a period of nine years, and during that time no locomotive engine has ever been allowed to be sent out from the said works without its having been first entirely and completely erected, perfectly fitted, and thoroughly tried under steam; and in order to insure the utmost efficiency, the boilers have been invariably subjected to two severe trials,—first under steam, with a pressure of two hundred pounds per square inch; and, secondly, with cold water under hydraulic pressure, prior to the erection of the engines and their trial under steam, in the presence of the inspector appointed by the engineer acting for the purchaser.
6. That in every particular, the usual practice of the said firm of Robert Stephenson & Co. was carried out in regard to the said engines, numbered 1541 to 1549, both inclusive; and generally, that the said engines were constructed and fitted in such a perfect manner as would with justice have been perfectly satisfactory to any practical locomotive engineer of experience.

GEORGE KATZ DOUGLAS.

Sworn at Newcastle-upon-Tyne aforesaid, this 18th day of July, 1870, before me,—

R. R. DEES,

A Commissioner to Administer Oaths in Chancery in England.

This is the affidavit of George Katz Douglas, marked A, referred to in the affidavit of George Crow and Robert Anderson.

Sworn before me, the 18th day of July, 1870,—

R. R. DEES.

No. 7—continued.

AFFIDAVIT OF MR. G. CROW AND MR. R. ANDERSON.

New South Wales Railways.

WE, George Crow, of the borough and county of Newcastle-upon-Tyne, general foreman for the firm of Messieurs Robert Stephenson & Company, and Robert Anderson, of Newcastle-upon-Tyne aforesaid, foreman of the erecting shop in the manufactory of the said Messieurs Robert Stephenson & Company, jointly and severally make oath and say as follows:—

1. That each of us has read the affidavit of Mr. George Katz Douglas, dated the eighteenth day of July, one thousand eight hundred and seventy, hereunto annexed, marked A, relating to the construction, fitting, numbering, lettering, trials, and proving of the engines numbers 1541 to 1549 inclusive, and which said engines were sent out to the Colony of New South Wales.
2. That the statements made in the said affidavit by the said George Katz Douglas are all correct and true in every respect.
3. That all the precautions for obtaining the best class of work and of precision in fitting and adjustment, as detailed in the affidavit of the aforesaid George Katz Douglas, are and have been invariably taken in all the work entrusted to our supervision by Messieurs Robert Stephenson & Company.

And I, the said George Crow, for myself say that I have during the period of thirty years had the personal superintendence of the construction, putting, and fitting together of all engines manufactured by the said firm of Robert Stephenson & Company.

And I, the said Robert Anderson, for myself say that I have for ten years been foreman of the erecting shop of the said firm of Robert Stephenson & Company.

GEO. CROW.
R. ANDERSON.

Sworn by the said George Crow and Robert Anderson, at Newcastle-upon-Tyne aforesaid, this 18th day of July, one thousand eight hundred and seventy, before me,—

R. R. DEES,
A Commissioner to administer Oaths in Chancery in England.

[Enclosure No. 6.]

I, Richard Peacock, of the firm of Beyer, Peacock, & Company, engineers, Gorton Foundry, near Manchester, in the county of Lancaster, England, do hereby solemnly and sincerely declare that, as locomotive engine-builders, my firm have constructed up to this date, for use in the Australian Colonies, the following locomotive engines, namely, sixteen engines for the New South Wales Railways, twenty-nine for the Victorian Railways, and two for the South Australian Railway; and that, in accordance with our invariable practice, each of the said engines, before it left our works, was erected, the boiler tested by hydraulic pressure, and the engine tried in steam; and I further declare that in no case have we ever delivered a locomotive engine from our works without having it first erected, the boiler tested by hydraulic pressure, and the engine tried in steam, whether such engine was to be used in Great Britain, Ireland, the Colonies, or in foreign parts: 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 fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An Act to repeal an Act of the present Session of Parliament intituled 'An Act for the more effectual Abolition of Oaths and Affirmations taken and made in various Departments of the State and to substitute Declarations in lieu thereof and for the more entire suppression of voluntary and extra-judicial Oaths and Affidavits and to make other provisions for the Abolition of unnecessary Oaths.'"

R. PEACOCK.

Voluntarily made and subscribed before, and taken and received by }
me, at the city of Manchester, in the county of Lancaster, this }
second day of August, 1870, before me,—

RICHD. RADFORD,
A Commissioner to administer Oaths in Chancery in England.

[Enclosure No. 7.]

Mr. Fowler's Memorandum as to Locomotives.

2, Queen-square-place, Westminster, S.W.,
23 August, 1870.

Stevenson's engines (1541 to 1549) :—

18-inch cylinders.
24-inch stroke.
4-foot wheels (six-coupled).
Working pressure, 120 lbs.

The weight of these engines is, I believe, about 30 tons each = 67,200 lbs. weight, which divided by 6 gives about 10,200 lbs. adhesion.

The tractive power of such an engine—

$$= T = \frac{D^2 \times P \times L}{W} = \frac{324 \times 60 \times 24}{48} =$$

Where D = diam. of cylinder in inches

P = mean pressure $\frac{1}{2}$

L = stroke in inches

W = diam. of driving-wheel in inches

T = tractive force in lbs.

$$= 9,720 \text{ lbs.} = T$$

The power exerted in running—

$$= \frac{\text{Train resistance in lbs.} \times \text{Speed in feet per minute.}}{33,000} = \text{H.P.}$$

The ordinary duty of such an engine is, say a train of 400 tons on the level at 20 miles per hour,—

$$400 \times 10 = 4,000 \text{ traction of wagons.}$$

$$45 \times 20 = 900 \text{ traction of engine and tender.}$$

$$\text{Then } \frac{4,900 \times 1,760}{33,000} = 261 \text{ H.P. exerted.}$$

No. 7—*continued.*

With regard to Beyer and Peacock's engines—

18-inch cylinders.
24-inch stroke.
5'-9" wheels (four-coupled).

Here the adhesion, by reason of there being less weight on the coupled wheels, would be less, and the tractive power would be also less, say 6,760 lbs. ; but at least an equal power would be developed by the engine, by reason of the higher speed that would be attained with the larger wheels.

With an ordinary load 35 to 40 miles could with ease be run, say 150 tons at 40 miles per hour,—

Tons.	
150	× 10 = 1,500
45	× 20 = 900

	2,000
then $\frac{2,400 \times 3,520}{33,000}$	= 256 H.P. exerted while running.

This statement, both as regards this engine and Stephenson's engine, is *considerably* below the actual power, all the results given are within the mark ; and the accompanying letter from Mr. Beyer, one of the first practical engineers in Europe, to whom I wrote on the subject, quite coincides with this view.

[*With Enclosure No. 7.*]

C. F. Beyer, Esq., to John Fowler, Esq.

Gorton Foundry,
Manchester, 3 August, 1870.

Dear Sir,

I have collected, during a great many years, performances of locomotive engines on various railways, and under almost every variety of circumstances, and find that in their ordinary working 1 square foot of fire-grate will supply steam to move 600 lbs. resistance at 12½ miles per hour, or is equal to 20-horse power.

My concern has been making for your New South Wales Railways in all sixteen engines.

Thirteen outside cylinder engines, four coupled wheels, and three inside cylinder single engines ; and as the former have a fire-grate area of 14½ square feet, and the latter 14 square feet, their power would be represented by 295 and 280 horse-power respectively.

Believe me, &c.,
C. F. BEYER.

[*Enclosure No. 8.*]

William Baker, Esq., to John Fowler, Esq.

London & North-western Railway,
Engineer's Office, Euston Station,
London, N.W., 25 June, 1870.

My dear Sir,

I have pleasure in sending you, on the other side, the prices we have paid for rails, asked for in your note of the 21st instant.

Yours truly,
WILLIAM BAKER.

	Steel.	Iron.
	£ s. d.	£ s. d.
1868	12 0 0 per ton.	7 0 0 per ton.
1869	10 4 0 "	7 6 0 "
1870	9 10 0 "	7 5 0 "

[*Enclosure No. 8a.*]

Sturges Meek, Esq., to John Fowler, Esq.

Lancashire & Yorkshire Railway,
Engineer's Office,
Manchester, 6 July, 1870.

Dear Sir,

In reply to yours of the 21st June, the following are the prices we have been paying for rails:—

	Steel.	Iron.
	£ s. d.	£ s. d.
1868.....	11 7 6	6 15 0
	10 5 0	.....
1869.....	9 10 0	7 5 0
	9 15 0	7 12 6
	9 12 6	.....
1870.....	.....	7 15 0
	.....	7 10 0
	.....	7 5 0

The *iron* are guaranteed for seven years.

Yours truly,
STURGES MEEK.

No. 7—continued.

New South Wales.—Great Western Railway.

Extension Rydal to Bathurst.

Order for double-headed rails 75 lbs. per yard (Indent R. 55.)

Total amount about 4,480 tons.

Amount delivered 1,076 tons 19 cwt. 0 qrs. 7 lbs.

Contractors—The Parkgate Iron Co., Rotherham.

REPORT ON RAILS.

Report No. 5,
30th Oct., 1869.

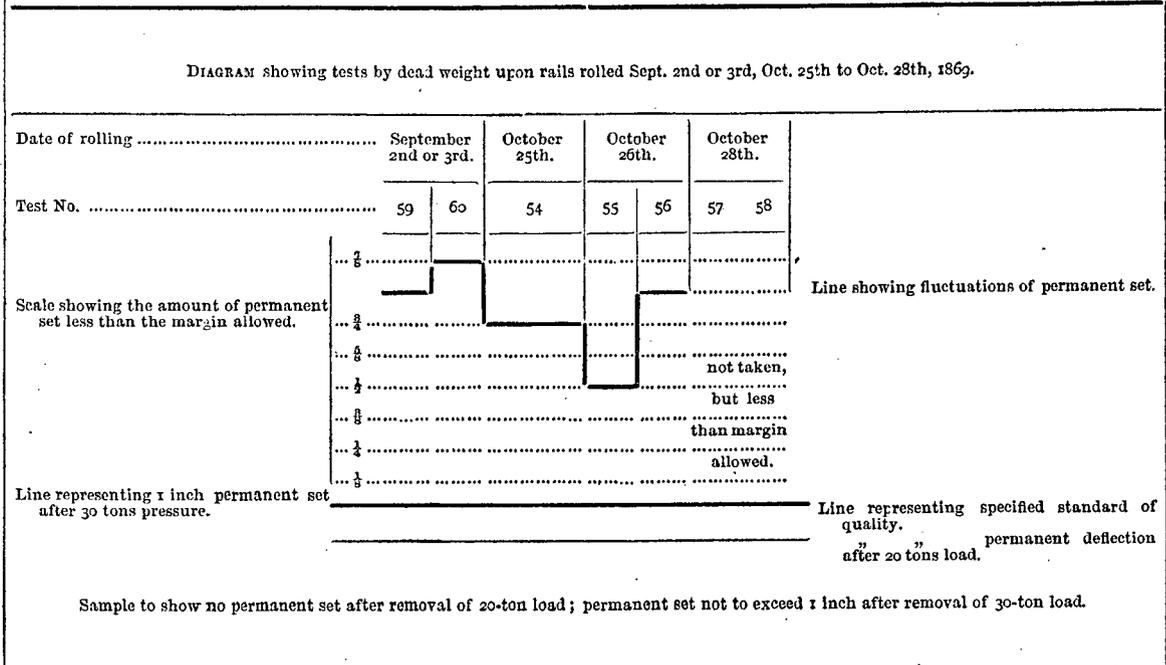
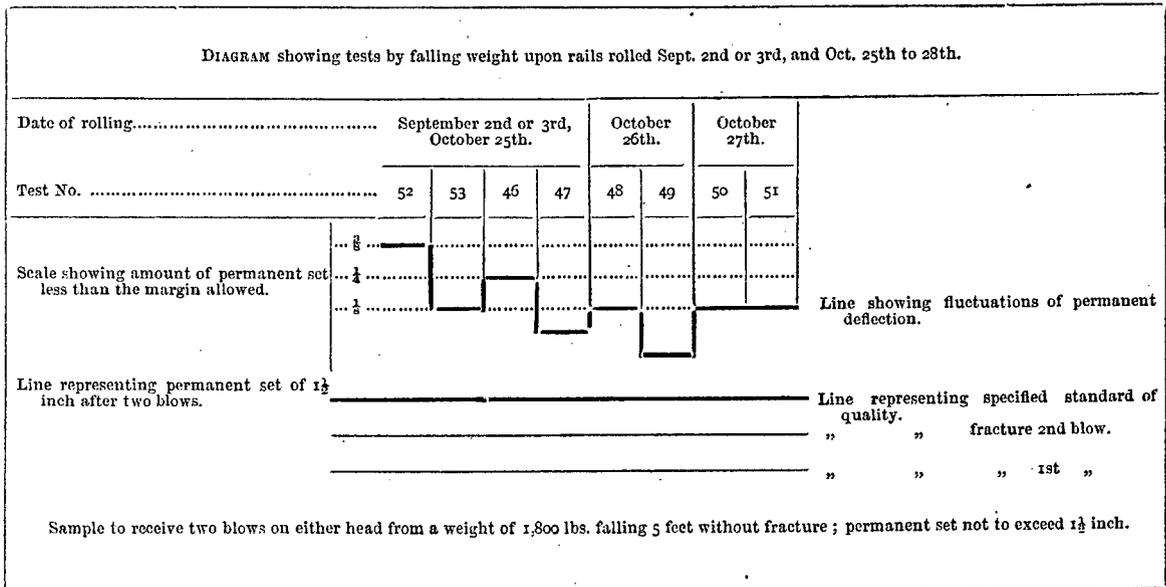
John Fowler, Esq.

Sir,

In accordance with your instructions, I have attended at the works of the Parkgate Iron Co. daily during the time that they have been rolling for the above order, from Oct. 25th to 28th inclusive, and beg to report that the rails rolled during that time are satisfactory in all respects, the section (average weight between 74.4 and 75.2 lbs. per yard), length, manufacture, and tests, being in accordance with the specification.

I have endeavoured by repeated tests to ascertain the quality of the rails, both judged by the specified method of testing and by observing their manufacture throughout.

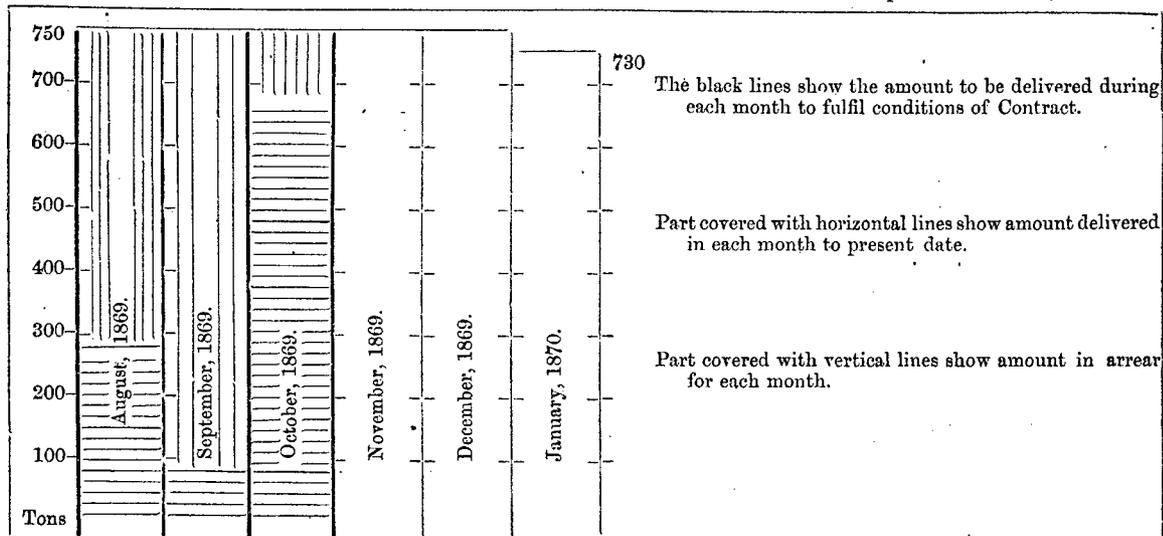
The following diagram compiled from the details of tests attached, shows the tests made during the past week, the first tests being those made on the rails rolled in September and retained for subsequent tests before approval.



No. 7—continued.

The following is the condition of the order at the present date, an additional delivery than here shown was made of 644 rails, 24 feet long, weight 172 tons 10 cwt., forwarded to Liverpool for shipment per "Comadre," but until these rails have complied with the requirements of the specification they will not be entered on the delivery lists.

DIAGRAM showing the amounts to be delivered in each month, and the amount delivered up to 30th October, 1869.



STATEMENT of Deliveries.

Monthly amounts as per Contract.		Condition of Order, 30th October, 1869.			
		Delivered.		To be delivered.	
	Tons.	Tons	cwt.	qrs.	lbs.
For the month of August, 1869	750	316	13	1	26
" September, 1869	750	60	15	1	17
" October, 1869	750	699	10	0	20
" November, 1869	750	.....	.....	.....	.....
" December, 1869	750	.....	.....	.....	.....
" January, 1870	730	.....	.....	.....	.....
Total	4,480	1,076	19	0	7
		3,403	0	3	21

STATEMENT showing quantities required, and deliveries made, up to 30th October, 1869.

No. of Rails.	24 ft.	23' 6"	21 ft.	20 ft. 6 in.	18 ft.	17 ft. 6 in.	Total.	Weight.
	60 p. c.	5 p. c.	20 p. c.	5 p. c.	15 p. c.	5 p. c.	100 p. c.	Tons cwt. qrs. lbs.
Required	8,362	853	3,823	980	3,345	1,147	18,510	4,480 0 0 0
Delivered	3,743	.....	265	.....	61	.....	4,069	1,076 19 0 7
	4,519	853	3,558	980	3,284	1,147	13,441	3,403 0 3 21

I remain, &c.,
E. M. WOOD.

New South Wales, Great Western Railway.—Extension, Rydal to Bathurst.

Order for double-headed rails, 75 lbs. per yard (Indent R 55).

Contractors and Manufacturers, the Parkgate Iron Co., Rotherham.

EXPERIMENTS ON FINISHED RAILS.

Description of the specified tests to which samples have to be subjected previous to the approval of the Rails.

By the falling weight.

"THE rails to be cut into lengths of 4' 6", which shall be tested on both heads under a falling weight of 1,800 lbs. raised 5 feet high, the bearings for the rail being placed 3' 6" distant from each other in the clear, and laid on a solid foundation.

"The rails to stand two such blows on either head without fracture, and the permanent deflection is not to exceed 1½ inches after this test."

Experiment on Sample No. 46, Parkgate Iron Works, October 26th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
October 25th	1st.	5 ft.	.....	.....	Rail not broken.
(day shift), 1869.	2nd.	5 ft.	1½	.....

No. 7—continued.

Experiment on Sample No. 47, Parkgate Iron Works, October 26th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
October 25th (night), 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{1}{8}$	

Experiment on Sample No. 48, Parkgate Iron Works, October 27th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
October 26th (day), 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{1}{8}$	
	3rd.	5 ft.	Broke.			

Experiment on Sample No. 49, Parkgate Iron Works, October 27th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
October 26th (night), 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	...

Experiment on Sample No. 50, Parkgate Iron Works, October 28th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
October 27th (day), 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{1}{8}$	

Experiment on Sample No. 51, Parkgate Iron Works, October 28th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
October 27th (night) 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{1}{8}$	

Rails rolled in September and retained for subsequent tests.

Experiment on Sample No. 52, Parkgate Iron Works, October 28th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
September 2nd or 3rd, 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{3}{8}$	

Experiment on Sample No. 53, Parkgate Iron Works, October 28th, 1869.

When rolled.	No. of blows given.	Descent of weight.	Permanent set at A.			Remarks.
September 2nd or 3rd, 1869.	1st.	5 ft.	"	More than allowed by—	Less than allowed by—	Rail not broken.
	2nd.	5 ft.	$1\frac{3}{8}$	...	$\frac{1}{8}$	

By the dead weight.

"Pieces of rails 4' 6" long to be tested by a lever machine with loads of 20 and 30 tons, the bearings of the rail being 3' 6" apart in the clear; the rail after the removal of the 20-ton load to show no permanent set, and the permanent deflection after the removal of the 30-ton load not to exceed one inch."

Experiment on Sample No. 54, Parkgate Iron Works, October 26th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.			Remarks.
October 25th (day), 1869.	20 tons	0	"	More than allowed by—	Less than allowed by—	
	30 "	$\frac{3}{8}$	$\frac{1}{8}$	...	$\frac{3}{8}$	

No. 7—continued.

Experiment on Sample No. 55, Parkgate Iron Works, October 27th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
October 26th (day), 1869.	20 tons	0	0		
	30 "	$\frac{3}{8}$	$\frac{1}{2}$	...	$\frac{1}{8}$

Experiment on Sample No. 56, Parkgate Iron Works, October 27th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
October 26th (night), 1869.	20 tons	0	0		
	30 "	$\frac{1}{6}$	$\frac{2}{6}$	...	$\frac{13}{16}$

Experiment on Sample No. 57, Parkgate Iron Works, October 28th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
October 27th (day), 1869.	20 tons	0	0		
	30 "	$\frac{3}{8}$	not taken.		
	40 "	$1\frac{1}{2}$	$1\frac{3}{8}$	...	...

Experiment on Sample No. 58, Parkgate Iron Works, October 28th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
October 28th (night), 1869.	20 tons	0	0	...	...
	40 "	$1\frac{1}{2}$	$1\frac{1}{2}$	...	...

Tests on Samples rolled, September 2nd and 3rd.

Experiment on Sample No. 59, Parkgate Iron Works, October 28th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
September 2nd or 3rd, 1869.	20 tons	0	0		
	30 "	$\frac{1}{6}$	$\frac{2}{16}$	...	$\frac{13}{16}$

Experiment on Sample No. 60, Parkgate Iron Works, October 28th, 1869.

When rolled.	Pressure at A.	Deflection at A.	Permanent set at A.		Remarks.
			More than allowed by—	Less than allowed by—	
September 2nd or 3rd, 1869.	20 tons	0	0		
	30 "	$\frac{3}{8}$ full	$\frac{1}{2}$	...	$\frac{7}{8}$
	40 "	$1\frac{1}{8}$	$1\frac{3}{8}$	...	...

Summary of the above tests.

Summary of tests by falling weight.		Summary of tests by dead weight.	
Number of rails tested	8	Number of rails tested	7
Number which stood the test	8	Number which stood the test	7
Average percentage of set less than the margin allowed	11.3 p. c.	Average percentage of set less than the margin allowed	75 p. c.
Quality of rails, good.		Quality of rails, good.	

No. 8.

PROPOSAL TO DISPENSE WITH NIGHT MAIL TRAIN.

A.

MINUTE FOR CABINET.

24 January, 1870.

THE Postal Department has drawn attention to the late arrival of the Southern and Western mails. This arises from the necessity of bringing these mails by the early goods train, and owing to the great increase of traffic and the want of engine power, this goods train is unavoidably late.

The Railway Department would be relieved of considerable expense if it were possible to dispense with the night mails. There are now two trains running to Goulburn daily, one of which would be sufficient if the postal arrangements could be altered.

It is submitted that this question should be considered first,—as regards the desirability of economising the expenditure by altering the time of arrival and departure of mails (the Railway Time-table could be made to meet an alteration of the kind); and secondly,—if the public convenience will not admit of the change—whether the expense incurred should not be made to fall upon the Postal instead of the Railway Department.

B.

The Commissioner for Railways to the Postmaster General.

Department Public Works,
Railway Branch,
Sydney, 16 February, 1870.

Sir,

I have the honor to address you on the subject of the Mail Trains. It will, doubtless, be in your recollection that when the Railway was about to be opened to Goulburn the question of abolishing the 5 o'clock p.m. train—used as the Mail Train, was brought under discussion; and that it was then shown, that if postal exigencies could have admitted of it, this train might have been discontinued at a saving to this Department of £24,000 per annum.

2. As a further extension of the Great Western Railway is shortly to be opened, this appears to me to be a favourable opportunity for the revival of the question, and as the saving that will now be effected by the discontinuance of this train will be £30,000 per annum, I desire to urge upon you to consider this important subject without delay, with a view to its being ascertained whether in consideration of the large saving that will accrue, the postal arrangements might not be made to admit of the discontinuance of the 5 p.m. train in favour of a mail train to leave Sydney from 7 to 9 a.m. The evening mail train to arrive in Sydney, from 6 to 8, or 9 o'clock.

3. If this arrangement cannot be carried out, I request that you will have the goodness to favour me with a statement of the reasons that will prevent it, in order that the same may be submitted to the Cabinet.

4. I must ask you for an early reply, as if the proposal is to be approved, it is desirable to bring it into operation upon the opening of the further extension alluded to.

I have &c.,

JOHN SUTHERLAND,
Commissioner for Railways.

C.

The Postmaster General to the Commissioner for Railways.

(Objections to proposed alteration in running the Mail Trains.)

General Post Office,
Sydney, 23 February, 1870.

Sir,

I have the honor to inform you, in reply to your letter dated the 16th instant, No. 70/138, on the subject of the Mail Trains, that I have very carefully considered the proposals contained therein, and beg to state that in the event of its being determined to make the alterations proposed in the hours of starting, and the discontinuance of certain trains, so far as this Department is concerned there shall be no objections whatever raised, and the necessary postal arrangements for giving effect thereto will be made with the least possible delay.

2. The objections to the proposed alterations which will certainly be made will come from the business portion of the Sydney public and of the whole Western and Southern Districts. These objections may be stated as follows, viz:—

The mails arriving here, say at 6 p.m., could not be delivered until 8 p.m., and then only to the few persons whose places of business are kept open until that hour. To the majority, the mails leaving Goulburn, Bathurst, &c., *some 12 hours earlier than at present*, would not be delivered until the following morning, no earlier than at present, whilst the reply to those letters instead of leaving as at present at 5 p.m. the same day, would be delayed in Sydney under the proposed arrangement until next morning; thus absolutely lengthening the course of post between Goulburn and other places and the Metropolis by 24 hours.

Other objections exist, the importance of which will depend on the precise hours which may be fixed for the departure of the trains. If, for instance, the train from Sydney were to leave at 7 a.m., the pillar and suburban boxes would have to be emptied some hours earlier than at present to accommodate the Railway Mails, to the inconvenience of those persons who may post for Sydney and suburbs, and who under present arrangements can so post up to 7:30 a.m.

The hour for posting at the Head Office, supposing the train were to leave at 7 a.m., would be 6 o'clock; if at 8 a.m., it would be 7 o'clock; or if at 9 a.m., 8 o'clock.

The closing of the mails at any of these hours would be most inconvenient to business.

Complaints would doubtless come from many places which now receive two mails daily, but which would only receive one. I am, however, of opinion that one mail a day is ample to and from the places alluded to.

3. I have laid before my Honorable Colleague the principal objections I take to the alteration of the present time-tables for the mail trains. There are, doubtless, other objections which do not at the present moment occur to me; and I much fear that if the mails to and from the Southern and Western interiors arrive and depart, as is proposed, the dissatisfaction will be so loud and general, that the existing hours, which cannot be improved upon (except in respect to there being more punctuality observed in the arrival of the morning train), would have to be reverted to.

I have, &c.,
DANL. EGAN.

No. 9.

DATES of opening, and the length in miles of the different sections of Railway Lines, from the commencement to 31 December, 1871.

Date of opening.	To where opened.	Trunk.	Southern.	Western.	Northern.	Richmond.	Morpeth.	Totals.
26 Sept., 1855 ...	Parramatta	14	.....	.....	.....	.....	.....	14
26 Sept., 1856 ...	Liverpool .....	.....	9	.....	.....	.....	.....	.....
	Total, 1856	14	9	.....	.....	.....	.....	23
5 April, 1857 ...	East Maitland .....	.....	.....	.....	17	.....	.....	.....
	Total, 1857	14	9	.....	17	.....	.....	40
19 Mar., 1858 ...	Newcastle .....	.....	.....	.....	1	.....	.....	.....
17 May, 1858 ...	Campbelltown .....	.....	12	.....	.....	.....	.....	.....
27 July, 1858 ...	West Maitland .....	.....	.....	.....	2	.....	.....	.....
	Total, 1858	14	21	.....	20	.....	.....	55
2 July, 1860 ...	Lochinvar .....	.....	.....	.....	7	.....	.....	.....
4 July, 1860 ...	Blacktown .....	.....	.....	8	.....	.....	.....	.....
	Total, 1860	14	21	8	27	.....	.....	70
12 Dec., 1861 ...	Rooty Hill .....	.....	.....	3	.....	.....	.....	.....
	Total, 1861	14	21	11	27	.....	.....	73
24 Mar., 1862 ...	Branxton .....	.....	.....	.....	8	.....	.....	.....
1 May, 1862 ...	South Creek .....	.....	.....	5	.....	.....	.....	.....
7 July, 1862 ...	Penrith .....	.....	.....	5	.....	.....	.....	.....
1 Sept., 1862 ...	Menangle .....	.....	6	.....	.....	.....	.....	.....
	Total, 1862	14	27	21	35	.....	.....	97
7 May, 1863 ...	Singleton .....	.....	.....	.....	14	.....	.....	.....
1 July, 1863 ...	Picton .....	.....	13	.....	.....	.....	.....	.....
	Total, 1863	14	40	21	49	.....	.....	124
2 May, 1864 ...	Morpeth .....	.....	.....	.....	.....	.....	3	.....
1 Dec., 1864 ...	Richmond .....	.....	.....	.....	.....	16	.....	.....
	Total, 1864	14	40	21	49	16	3	143
1 Mar., 1867 ...	Mittagong .....	.....	24	.....	.....	.....	.....	.....
11 July, 1867 ...	Weatherboard .....	.....	.....	28	.....	.....	.....	.....
2 Dec., 1867 ...	Sutton Forest .....	.....	9	.....	.....	.....	.....	.....
	Total, 1867	14	73	49	49	16	3	204
1 May, 1868 ...	Mount Victoria .....	.....	.....	15	.....	.....	.....	.....
6 Aug., 1868 ...	Marulan .....	.....	28	.....	.....	.....	.....	.....
	Total, 1868	14	101	64	49	16	3	247
19 May, 1869 ...	Musselbrook .....	.....	.....	.....	31	.....	.....	.....
27 May, 1869 ...	Goulburn .....	.....	20	.....	.....	.....	.....	.....
18 Oct., 1869 ...	Bowenfels .....	.....	.....	20	.....	.....	.....	.....
	Total, 1869	14	121	84	80	16	3	318
1 Mar., 1870 ...	Wallerawang .....	.....	.....	8	.....	.....	.....	.....
1 July, 1870 ...	Rydal .....	.....	.....	6	.....	.....	.....	.....
20 Oct., 1870 ...	Aberdeen .....	.....	.....	.....	7	.....	.....	.....
	Total, 1870	14	121	98	87	16	3	339
17 Apr., 1871 ...	Scone .....	.....	.....	.....	9	.....	.....	.....
1 Aug., 1871 ...	Wingen .....	.....	.....	.....	10	.....	.....	.....
	Total, 1871	14	121	98	106	16	3	358

No. 10.

SCHEDULE of Lands taken for Railway purposes, from the commencement to 31st December, 1871.

	Distances.		Quantity taken.			Amounts claimed.	Amounts paid.					Probable Amounts to be paid.	Total Cost.	Cost per Mile.
			Private.	Crown.	Total.		For Land and Buildings.	For Severance.	As Costs of Arbitration.	Claimants Costs on Conveyances.				
	miles	chrs	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
DARLING HARBOUR BRANCH.....	1	11½	15 0 39½	.....	15 0 39½	30,540 0 0	29,955 0 0	.....	569 17 0	199 3 4	.....	30,724 0 4	26,862 11 0
MAIN TRUNK LINE.														
Sydney to Newtown	2	0	12 2 39¼	28 0 3	40 3 2¼	16,840 5 8	10,106 15 7	1,070 0 0	144 8 10	50 13 4	.....	11,371 17 9	5,685 18 10
Newtown to Haslem's Creek	8	20	82 2 9¼	.....	82 2 9¼	10,794 6 5	4,474 14 9	14 15 0	496 0 8	64 19 10	.....	5,050 10 3	612 3 8
Haslem's Creek to Dog Trap Road	3	30	56 0 25¾	.....	56 0 25¾	496 4 5	496 4 5	.....	0 14 0	2 0 0	.....	498 18 5	147 16 7
TOTALS	13	50	151 1 34¼	28 0 3	179 1 37¼	28,130 16 6	15,077 14 9	1,084 15 0	641 3 6	117 13 2	.....	16,921 6 5	1,241 18 8
GREAT SOUTHERN LINE.														
Dog Trap Road to Liverpool	8	36	88 0 38¾	32 2 15	120 3 13¾	7,457 16 3	6,568 8 9	122 10 0	40 5 0	27 18 4	119 17 3	6,878 19 4	814 1 7	
Liverpool to Campbelltown	12	7	159 0 22¼	2 3 32	162 0 14¼	16,152 0 9	5,910 6 11	2,596 12 8	62 19 2	393 1 6	316 2 6	9,279 2 9	767 13 4	
Campbelltown to Menangle	5	57	72 2 18¾	0 1 21	72 3 39¾	5,624 1 7	1,286 8 4	950 8 6	74 16 2	100 5 8	188 10 0	2,600 8 8	455 4 5	
Menangle to Douglass Park	6	0	91 3 18	.....	91 3 18	8,437 16 3	896 4 7	154 18 0	.....	9 5 0	2,000 0 0	3,060 7 7	510 1 3
Douglass Park to Picton.....	7	0	87 1 33	.....	87 1 33	2,106 3 2	680 9 3	420 0 11	.....	12 0 0	799 16 3	1,912 6 5	273 3 9
Picton to Nattai	23	74	172 1 26	329 1 21½	501 3 7½	2,447 2 3	1,106 6 9	626 6 10	.....	90 4 5	.....	1,822 18 0	76 3 10
Nattai to Sutton Forest	14	13	204 0 38	0 3 33¾	205 0 31¾	5,650 11 2	2,237 15 4	726 2 8	5 5 0	165 2 9	.....	3,134 5 9	221 6 2
Sutton Forest to Barber's Creek	16	70	106 0 38¾	136 2 30¾	242 3 29½	7,122 4 0	809 18 0	544 0 0	.....	53 13 8	.....	1,407 11 8	83 8 3
Barber's Creek to Goulburn	26	34	323 3 9	177 1 5¾	501 0 14¾	19,838 17 7	11,666 1 6	805 11 9	389 5 2	424 7 4	142 7 1	13,427 12 10	508 2 10	
TOTALS	120	51	1,306 0 2¼	680 0 39¾	1,986 1 2¼	74,836 13 0	31,161 19 5	6,946 11 4	572 10 6	1,275 18 8	3,566 13 1	43,523 13 0	360 15 7	

SCHEDULE of Lands taken for Railway purposes, from the commencement to 31st December, 1871.

	Distances.		Quantity taken.			Amounts claimed.	Amounts paid.				Probable Amounts to be paid.	Total Cost.	Cost per Mile.	
			Private.	Crown.	Total.		For Land and Buildings.	For Severance.	As Costs of Arbitration.	Claimants Costs on Conveyances.				
	miles	chms.	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
GREAT WESTERN LINE.														
Parramatta Junction to Tongabbee Creek	3	5	19 3 17 ³ / ₄	19 0 23	39 0 0 ³ / ₄	18,488 3 1	11,922 0 5	.....	.....	212 14 0	100 0 0	12,234 14 5	3,995 0 2
Tongabbee Creek to Blacktown	5	20	51 2 17	0 1 28 ³ / ₄	52 0 5 ³ / ₄	1,902 10 6	831 17 0	638 5 7	3 3 0	57 5 2	100 13 0	1,631 3 9	310 14 1	
Blacktown to Parker-street, Penrith.....	11	44	130 0 16 ³ / ₄	36 2 8 ³ / ₄	166 2 25	8,918 12 9	4,362 19 5	966 18 9	4 0 0	166 14 0	9 10 7	5,510 2 9	477 1 4	
Parker-street to Procter's-lane, Penrith..	1	34	30 1 19	.....	30 1 19	6,178 17 9	3,190 17 9	183 0 8	.....	120 16 0	.....	3,494 14 5	2,452 8 9
Penrith to Blackheath	40	35	394 3 6 ³ / ₄	425 3 16 ³ / ₄	820 2 23 ³ / ₄	12,350 15 0	5,510 8 0	735 16 1	.....	183 14 6	9 18 7	6,439 17 2	159 5 1
Blackheath to Lithgow's Valley.....	14	13	5 0 0	254 1 18	259 1 18	1,100 0 0	649 19 3	.....	.....	.....	.....	649 19 3	45 17 10
Lithgow's Valley to Wallerawang	15	11	152 0 18 ³ / ₄	574 0 35 ³ / ₄	726 1 14 ³ / ₄	5,303 19 3	714 0 11	571 8 8	.....	39 5 10	560 0 0	1,884 15 5	124 10 2
Wallerawang to Rydal	6	36	63 2 29	60 0 33 ³ / ₄	123 3 22 ³ / ₄	684 1 5	258 3 1	127 12 11	.....	26 10 4	.....	412 6 4	63 18 6
Rydal to end of Contract No. 7	16	36	276 1 23 ³ / ₄	86 2 24	363 0 7 ³ / ₄	6,141 0 0	1,805 1 7	998 8 8	.....	133 1 4	94 10 0	3,031 1 7	184 5 2
Contract No. 7 to Kelso	15	46	196 2 18	91 2 25	288 1 3	7,466 15 7	1,937 19 5	975 16 4	.....	62 7 7	1,236 14 8	4,212 18 0	270 9 10
TOTALS	129	40	1,320 2 5³/₄	1,549 0 13³/₄	2,869 2 19	68,534 15 4	31,183 6 10	5,197 7 8	7 3 0	1,002 8 9	2,111 6 10	39,501 13 1	305 0 8	
Blacktown to Richmond.....	16	11 ¹ / ₂	117 1 3 ³ / ₄	22 3 25 ³ / ₄	140 0 29 ³ / ₄	7,302 16 8	2,969 11 3	1,744 13 1	.....	271 5 7	317 16 2	5,303 6 1	328 10 2
GREAT NORTHERN LINE.														
Newcastle to Honeysuckle Point .....	...	54	2 3 12 ³ / ₄	3 2 9	6 1 21 ³ / ₄	18,108 2 6	12,544 16 2	1,939 2 6	.....	189 13 2	.....	14,673 11 10	21,738 13 1
Honeysuckle Point to West Maitland ...	19	48	230 2 38 ³ / ₄	60 1 25 ³ / ₄	291 0 24 ³ / ₄	99,359 12 2	22,437 5 3	1,290 12 0	171 12 4	470 14 1	36 0 0	24,406 3 8	1,245 4 4	
West Maitland to Singleton	29	29	409 1 23 ³ / ₄	76 1 23 ³ / ₄	485 3 7 ³ / ₄	21,876 0 0	7,630 8 7	2,550 9 7	131 11 1	326 12 9	11 14 6	10,650 16 6	362 14 8	
Singleton to Musclebrook	30	48	320 1 19	124 3 29	445 1 8	5,562 3 9	1,975 16 1	850 4 5	.....	149 10 8	526 12 4	3,502 3 6	114 9 0
Musclebrook to Murrurundi	39	25	508 2 6	108 3 34 ³ / ₄	617 2 0 ³ / ₄	15,950 6 9	5,878 18 6	1,746 3 5	241 0 8	486 8 9	3,265 14 1	11,618 5 5	295 10 8	
TOTALS	119	44	1,471 3 19³/₄	374 1 1³/₄	1,846 0 21³/₄	160,856 5 2	50,467 4 7	8,376 11 11	544 4 1	1,622 19 5	3,840 0 11	64,851 0 11	542 9 2	
Deduct costs received—Arbitration, Honeysuckle Point .....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Maitland to Morpeth	3	35 ¹ / ₂	33 3 21 ³ / ₄	1 2 29 ³ / ₄	35 2 11	32,367 14 0	17,935 2 9	1,411 16 3	570 5 10	323 12 1	547 18 0	20,788 14 11	6,036 13 3	

No. 10—continued.

SUMMARY of Lands taken for Railway purposes, from the commencement to 31st December, 1871.

	Distances.						Quantity taken.			Amounts claimed.	Amounts paid.				Probable Amounts to be paid.	Total Cost.	Cost through Private Property per Mile.	Cost over whole distance per Mile.	
	Private Property.		Crown Lands.		Total.		Private.	Crown.	Total.		For Land and Buildings.	For Severance.	As Costs of Arbitration.	Claimants Costs on Conveyances.					
	miles	chains	miles	chains	miles	chains	a. r. p.	a. r. p.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
DARLING HARBOUR BRANCH	1	11½	...	.....	1	11½	15 0 39½	.....	15 0 39½	30,540 0 0	29,955 0 0	.....	569 17 0	199 3 4	.....	30,724 0 4	26,862 11 0	26,862 11 0
MAIN TRUNK LINE.																			
Sydney to Dogtrap Road	13	25	...	25	13	50	15½ 1 34½	28 0 3	179 1 37½	28,130 16 6	15,077 14 9	1,034 15 0	641 3 6	117 13 2	.....	16,921 6 5	1,271 1 8	1,241 18 8
GREAT SOUTHERN LINE.																			
Dogtrap Road to Goulburn	79	28	41	23	120	51	1,306 0 2½	680 0 39½	1,986 1 2½	74,836 13 0	31,161 19 5	6,946 11 4	572 10 6	1,275 18 8	3,566 13 1	43,523 13 0	548 10 0	360 15 7	
GREAT WESTERN LINE.																			
Parramatta Junction to Kelso	59	46	69	74	129	40	1,320 2 5½	1,549 0 13½	2,869 2 19	68,534 15 4	31,183 6 10	5,197 7 8	7 3 0	1,002 8 9	2,111 6 10	39,501 13 1	663 1 2	305 0 8	
BLACKTOWN TO RICHMOND	13	39	2	52½	16	11½	117 1 3½	22 3 25½	140 0 29½	7,302 16 8	2,969 11 3	1,744 13 1	.....	271 5 7	317 16 2	5,303 6 1	393 4 0	328 10 2
GREAT NORTHERN LINE.																			
Newcastle to Murrurundi.....	95	26	24	18	119	44	1,471 3 19½	374 1 1½	1,846 0 21½	160,856 5 2	50,467 4 7	8,376 11 11	544 4 1	1,622 19 5	3,840 0 11	64,851 0 11	680 6 3	542 9 2	
EAST MAITLAND TO MORPETH	3	23½	...	11½	3	35½	33 3 21½	1 2 29½	35 2 11	32,367 14 0	17,935 2 9	1,411 16 3	570 5 10	323 12 1	547 18 0	20,788 14 11	6,305 11 10	6,036 13 3	
TOTALS	265	39½	138	44½	404	3½	4,416 1 7	2,656 0 32½	7,072 1 39½	402,569 0 8	178,749 19 7	24,761 15 3	2,905 3 11	4,813 1 0	10,383 15 0	221,613 14 9	834 14 8	550 19 3	

No. 11.

List of Locomotive Engines on the Railways of New South Wales, 31 December, 1871.

GREAT SOUTHERN AND WESTERN LINES.

No.	Description of Engine.	Diameter and position of Cylinders.	Diameter of Wheels.			Whether coupled or single.	Length of Stroke.	Maker's Name.	Commenced to run.	Remarks.
			Leading.	Driving.	Trailing.					
1	Tender	16 inches inside	5 ft. 6 in.	5 ft. 6 in.	3 ft. 9 in.	Coupled	2 ft. 0 in.	R. Stephenson	May, 1855	Formerly "Governor General." This engine was numbered 10 in order to fill gap in the numbers caused by old No. 10 having been sent to Great Northern Railway in 1866. Engines numbered 14 to 16 in Report for 1864 are now numbered 29 to 31.
2	Tender	16 inches inside	5 ft. 6 in.	5 ft. 6 in.	3 ft. 9 in.	Coupled	2 ft. 0 in.	R. Stephenson	Sept., 1855	
3	Tender	16 inches inside	5 ft. 6 in.	5 ft. 6 in.	3 ft. 9 in.	Coupled	2 ft. 0 in.	R. Stephenson	Sept., 1855	
4	Tender	16 inches inside	5 ft. 6 in.	5 ft. 6 in.	3 ft. 9 in.	Coupled	2 ft. 0 in.	R. Stephenson	Sept., 1855	
5	Tender	14 inches inside	4 ft. 6 in.	4 ft. 6 in.	3 ft. 6 in.	Coupled	1 ft. 10 in.	Hawthorn	Nov., 1856	
6	Tender	15 inches outside	3 ft. 6 in.	5 ft. 6 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Fairbairn	Mar., 1856	
7	Tender	15 inches outside	3 ft. 6 in.	5 ft. 6 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Fairbairn	April, 1856	
8	Tank	15 inches outside	3 ft. 6 in.	5 ft. 6 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Manning, Wardle, & Co.	Jan., 1859	
9	Tender	15 inches outside	3 ft. 6 in.	5 ft. 9 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Manning, Wardle, & Co.	Dec., 1858	
10	Tender	17 inches inside	3 ft. 6 in.	5 ft. 6 in.	5 ft. 6 in.	Coupled	2 ft. 0 in.	Railway Works, Sydney	June, 1870	
11	Tender	15 inches outside	3 ft. 6 in.	5 ft. 9 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Manning, Wardle, & Co.	Oct., 1861	
12	Tank	16 inches outside	3 ft. 6 in.	5 ft. 6 in.	3 ft. 6 in.	Single	1 ft. 10 in.	Manning, Wardle, & Co.	Nov., 1861	
13	Tender	16 inches outside	3 ft. 6 in.	5 ft. 0 in.	5 ft. 0 in.	Coupled	1 ft. 10 in.	Manning, Wardle, & Co.	June, 1863	
14	Tender	16 inches inside	3 ft. 6 in.	6 ft. 0 in.	3 ft. 6 in.	Single	1 ft. 8 in.	Beyer, Peacock, & Co.	Nov., 1865	
15	Tender	16 inches inside	3 ft. 6 in.	6 ft. 0 in.	3 ft. 6 in.	Single	1 ft. 8 in.	Beyer, Peacock, & Co.	Jan., 1866	
16	Tender	16 inches inside	3 ft. 6 in.	6 ft. 0 in.	3 ft. 6 in.	Single	1 ft. 8 in.	Beyer, Peacock, & Co.	Sept., 1865	
17	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	May, 1865	
18	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	Sept., 1866	
19	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	Sept., 1865	
20	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	Jan., 1867	
21	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	Jan., 1867	
22	Tender	18 inches inside	4 ft. 0 in.	4 ft. 0 in.	4 ft. 0 in.	Coupled	2 ft. 0 in.	R. Stephenson	Jan., 1867	
23	Tender bogie	18 inches outside	3 ft. 0 in.	5 ft. 9 in.	5 ft. 9 in.	Coupled	2 ft. 0 in.	Beyer, Peacock, & Co.	April, 1867	
24	Tender bogie	18 inches outside	3 ft. 0 in.	5 ft. 9 in.	5 ft. 9 in.	Coupled	2 ft. 0 in.	Beyer, Peacock, & Co.	Feb., 1867	

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APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 11—continued.

LIST of Locomotive Engines, 31 December, 1871.

GREAT SOUTHERN AND WESTERN LINES—continued.

No.	Description of Engine.	Diameter and position of Cylinders.	Diameter of Wheels.			Whether coupled or single.	Length of Stroke.	Maker's Name.	Commenced to run.	Remarks.
			Leading.	Driving.	Trailing.					
		inches	ft. in.	ft. in.	ft. in.		ft. in.			
25	Tender bogie.....	18 outside.....	3 0	5 9	5 9	Coupled...	2 0	Beyer, Peacock, & Co.....	April, 1867	
26	Tender bogie.....	18 outside.....	3 0	5 9	5 9	Coupled...	2 0	Beyer, Peacock, & Co.....	Oct., 1865	
27	Tender bogie.....	18 outside.....	3 0	5 9	5 9	Coupled...	2 0	Beyer, Peacock, & Co.....	Nov., 1866	
28	Tender bogie.....	18 outside.....	3 0	5 9	5 9	Coupled...	2 0	Beyer, Peacock, & Co.....	Mar., 1867	
29	Tank	11 inside	3 0	3 0	3 0	Coupled...	1 5	Manning, Wardle, & Co....	Mar., 1864	} Windsor. } Sydney. } In the Report for 1864 these were numbered 14 to 16. } Richmond.
30	Tank	11 inside	3 0	3 0	3 0	Coupled...	1 5	Manning, Wardle, & Co....	Aug., 1864	
31	Tank	11 inside	3 0	3 0	3 0	Coupled...	1 5	Manning, Wardle, & Co....	Aug., 1864	
32	Tender bogie.....	18 outside.....	3 0	5 6	5 6	Coupled...	2 0	Beyer, Peacock, & Co.....	Nov., 1870	
33	Tender bogie.....	18 outside.....	3 0	5 6	5 6	Coupled...	2 0	Beyer, Peacock, & Co.....	Nov., 1870	
34	Tender bogie.....	18 outside.....	3 0	5 6	5 6	Coupled...	2 0	Beyer, Peacock, & Co.....	Dec., 1870	
35	Tender bogie.....	18 outside.....	3 0	5 6	5 6	Coupled...	2 0	Beyer, Peacock, & Co.....	Dec., 1870	
36	Tender	16 inside	5 6	5 6	3 6	Coupled...	2 0	Mort & Co.	Sept., 1870	
37	Tender	16 inside	5 6	5 6	3 6	Coupled...	2 0	Mort & Co.	Nov., 1870	
38	Tender	16 inside	5 6	5 6	3 6	Coupled...	2 0	Mort & Co.	Dec., 1870	
39	Tender	16 inside	5 6	5 6	3 6	Coupled...	2 0	Mort & Co.	Feb., 1871	
40	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Dec., 1870	
41	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Jan., 1871	
42	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Mar., 1871	
43	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	Vale & Lacy	Mar., 1871	
44	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	R. Stephenson	Dec., 1870	} These engines were imported, erected, and supplied by Mort & Co.
45	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	R. Stephenson	Feb., 1871	
46	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	R. Stephenson	Mar., 1871	
47	Tender	18 inside	4 0	4 0	4 0	Coupled...	2 0	R. Stephenson	Mar., 1871	

LIST of Locomotive Engines, 31 December, 1871.

GREAT NORTHERN RAILWAY.

Description of Vehicle.	Diameter and 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	16" inside ...	ft. 5 in. 6	ft. 5 in. 6	ft. 3 in. 9	Coupled	ft. 2 in. 0	Fairbairn	March, 1857.	
2. Tender Engine	16" inside ...	5 6	5 6	3 9	Coupled	2 0	Fairbairn	March, 1857.	
3. Tender Engine	16" inside ...	5 6	5 6	3 9	Coupled	2 0	Fairbairn	March, 1857.	
4. Tender Engine	14" inside ...	4 6	4 6	3 0	Coupled	1 10	Fairbairn	March, 1856.	
5. Tender Engine	15" outside	3 6	5 9	3 6	Single	1 8	Manning, Wardle, & Co....	March, 1861.	
6. Tank Engine, Bogie	16" outside	3 0	4 6	4 6	Coupled	2 0	Manning, Wardle, & Co....	March, 1863.	
7. Tank Engine, Bogie	16" outside	3 0	4 6	4 6	Coupled	2 0	Manning, Wardle, & Co....	March, 1863.	
8. Tender Engine	15" outside	3 6	6 0	3 6	Single	1 8	Peto, Brassey, & Betts ...	January, 1864 ...	Purchased from Peto, Brassey, & Betts.
9. Tank Engine	11" inside ...	3 0	3 0	3 0	Coupled	1 5	Manning, Wardle, & Co....	June, 1864.	
10. Tender Engine	16" outside	3 6	5 0	5 0	Coupled	1 10	Manning, Wardle, & Co....	Sept., 1864 ...	Sent from Sydney, previously No. 13, G.S.R.
11. Tender Engine	18" inside ...	4 0	4 0	4 0	Coupled	2 0	Stephenson & Co.....	July, 1865.	
12. Tender Engine	18" inside ...	4 0	4 0	4 0	Coupled	2 0	Stephenson & Co.....	July, 1865.	
13. Tender Engine	18" inside ...	4 0	4 0	4 0	Coupled	2 0	Stephenson & Co.....	July, 1865.	
14. Tender Engine	18" outside	3 0	5 9	5 9	Coupled	2 0	Beyer & Peacock	Sept., 1865.	
15. Tender Engine	18" outside	3 0	5 9	5 9	Coupled	2 0	Beyer & Peacock	Sept., 1865.	
16. Tender Engine	18" outside	3 0	5 9	5 9	Coupled	2 0	Beyer & Peacock	Sept., 1865.	
17. Tender Engine	15" outside	3 6	5 9	3 6	Single	1 8	Manning & Wardle.....	March, 1866 ...	Sent from Sydney, previously No. 10, G.S.R.
18. Tender Engine	18" inside ...	4 0	4 0	4 0	Coupled	2 0	Mort & Co.	May, 1871.	
19. Tender Engine	18" inside ...	4 0	4 0	4 0	Coupled	2 0	Mort & Co.	May, 1871.	

No. 12.
 WEIGHT of Locomotive Engines and Tenders, Empty and Loaded.
 GREAT SOUTHERN, WESTERN AND RICHMOND LINES.

No. of Engine.	Engines.								Tenders.								
	Empty.				In Steam.				Empty.				Full.				
	Leading Wheels.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	
	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	
1																	
2	}	9 12 0	8 3 0	4 18 0	22 13 0	9 15 2	11 4 0	5 1 3	26 1 1	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
3																	
4	}	7 5 0	5 19 2	3 6 2	16 11 0	7 13 0	6 0 0	4 0 0	17 13 0	3 15 1	.....	3 9 0	7 4 1	6 15 0	.....	6 3 2	12 18 2
5																	
6	}	8 18 1	6 10 2	3 19 1	19 8 0	9 0 0	9 4 0	3 6 1	21 10 1	3 5 2	2 19 2	3 5 0	9 10 0	5 7 2	6 0 0	6 5 0	17 12 2
7																	
8	}	8 14 3	7 12 2	7 17 1	24 4 2	8 14 0	9 14 0	11 11 3	29 19 3	.....	.....	.....	.....	.....	.....	.....	.....
9																	
10	}	7 12 1	6 9 2	4 0 0	18 1 3	7 19 2	9 2 2	4 6 3	21 8 3	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 0
11																	
12	}	7 2 0	9 6 3	12 0 0	28 8 3	7 19 0	10 18 0	14 17 0	33 14 0	4 9 3	1 11 3	6 3 2	12 5 0	7 18 0	5 0 0	9 12 0	22 10 0
13																	
14	}	7 12 1	6 9 2	4 0 0	18 1 3	8 1 1	8 19 0	4 4 0	21 4 1	4 0 3	.....	3 14 3	7 15 2	6 10 3	.....	6 5 2	12 16 1
15																	
16	}	8 14 3	7 12 2	7 17 1	24 4 2	8 14 0	9 14 0	11 11 3	29 19 3	.....	.....	.....	.....	.....	.....	.....	.....
17																	
18	}	8 0 1	10 8 0	4 8 1	22 16 2	10 0 2	11 2 0	5 4 0	26 6 2	4 4 1	.....	4 8 3	8 13 0	6 18 0	.....	7 12 3	14 10 3
19																	
20	}	7 3 2	10 19 2	5 3 1	23 6 1	7 19 0	12 0 0	6 6 0	26 5 0	4 8 0	1 12 0	4 13 0	10 13 0	7 9 0	4 13 0	7 6 0	19 8 0
21																	
22	}	7 3 0	11 7 2	8 1 0	26 11 2	8 8 2	12 6 0	9 10 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	20 7 2
23																	
24	}																
25																	
26	}	8 4 0	10 12 2	9 0 3	27 17 1	9 8 2	11 4 1	11 0 0	31 12 3	4 5 0	2 14 0	4 6 0	11 5 0	7 0 0	5 2 0	7 4 0	19 6 0
27																	
28	}																
29																	
30	}	* 4 17 1	4 15 3	5 5 2	14 18 2	6 1 0	6 6 0	7 5 0	19 12 0	.....	.....	.....	.....	.....	.....	.....	.....
31																	
32	}																
33																	
34	}	8 1 3	10 19 2	10 4 2	29 5 3	9 10 0	12 0 1	11 6 0	32 16 1	4 5 0	2 14 0	4 6 0	11 5 0	7 19 0	5 16 0	8 1 0	21 16 0
35																	
36	}																
37																	
38	}	9 11 0	9 18 1	4 15 0	24 4 1	10 16 0	11 6 1	5 10 0	27 12 1	5 2 0	3 18 0	5 13 0	14 13 0	8 2 0	6 18 0	9 13 0	24 13 0
39																	
40	}																
41																	
42	}	7 7 2	11 12 0	8 10 0	27 9 2	8 9 0	12 12 0	10 2 0	31 3 0	3 4 0	4 6 2	3 10 2	11 1 0	5 4 0	7 11 2	7 5 2	20 1 0
43																	
44	}																
45																	
46	}	8 0 0	10 18 0	9 2 0	28 0 0	9 0 0	11 18 0	10 10 0	31 8 0	5 16 0	3 9 0	5 2 0	14 7 0	8 6 0	6 19 0	9 2 0	24 7 0
47																	

* In the Report for 1864 these engines are numbered 14 to 16. The weight of them is now greater in consequence of larger tanks, &c., having been fitted.

† Tank Engines.

No. 12—continued.
GREAT NORTHERN LINE.

No. of Engine.	Weight of Locomotive Engines and Tenders, Empty and Loaded.															
	Engines.								Tenders.							
	Empty.				In Steam.				Empty.				Full.			
	Leading Wheels.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.
t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. s.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.	t. c. q.
1	9 1 0	9 0 0	4 11 0	22 12 0	10 5 0	10 10 0	4 15 0	25 10 0	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
2	9 1 0	9 0 0	4 11 0	22 12 0	10 5 0	10 10 0	4 15 0	25 10 0	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
3	9 1 0	9 0 0	4 11 0	22 12 0	10 5 0	10 10 0	4 15 0	25 10 0	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
4	8 0 0	5 17 0	2 10 0	16 7 0	9 10 0	6 3 0	4 2 0	19 15 0	3 15 0	.....	3 9 0	7 4 0	6 15 0	.....	6 3 2	12 18 2
5	7 12 1	6 9 2	4 0 0	18 1 3	8 0 0	8 12 0	4 0 0	20 12 0	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 4
6	9 4 0	9 16 0	11 12 0	30 12 0	10 14 0	12 10 0	11 16 0	35 0 0	*.....	.....	.....	.....	.....	.....	.....	.....
7	9 4 0	9 16 0	11 12 0	30 12 0	10 14 0	12 10 0	11 16 0	35 0 0	*.....	.....	.....	.....	.....	.....	.....	.....
8	6 8 2	10 8 1	3 8 2	20 5 1	7 8 2	11 8 1	3 17 2	22 14 1	4 4 0	.....	3 14 2	7 18 2	6 9 3	.....	6 9 0	12 18 3
9	4 5 3	4 4 2	4 14 1	13 4 2	5 16 3	5 5 3	5 15 2	16 18 0	*.....	.....	.....	.....	.....	.....	.....	.....
10	8 0 1	10 8 0	4 8 1	22 16 2	10 0 2	11 2 0	5 4 0	26 6 2	4 4 1	.....	4 8 3	8 13 0	6 18 0	.....	7 12 3	14 10 3
11	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	27 2 0
12	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	27 2 0
13	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	27 2 0
14	8 7 0	10 6 0	9 0 0	27 13 0	9 0 0	10 15 0	10 0 0	29 15 0	4 12 0	3 4 0	3 12 0	11 8 0	7 3 0	5 14 0	7 7 0	20 4 0
15	8 7 0	10 6 0	9 0 0	27 13 0	9 0 0	10 15 0	10 0 0	29 15 0	4 12 0	3 4 0	3 12 0	11 8 0	7 3 0	5 14 0	7 7 0	20 4 0
16	8 7 0	10 6 0	9 0 0	27 13 0	9 0 0	10 15 0	10 0 0	29 15 0	4 12 0	3 4 0	3 12 0	11 8 0	7 3 0	5 14 0	7 7 0	20 4 0
17	7 12 1	6 9 2	4 0 0	18 1 3	8 0 0	8 12 0	4 0 0	20 12 0	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 4
18	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	27 2 0
19	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	27 2 0

*No tender—Tank Engine.

No. 13.

RETURN of Rolling Stock on the Railways of New South Wales, from the commencement to 31st December, 1871.

SOUTH, WEST, AND RICHMOND LINES.

Description.	From whom received.	When received.	How numbered.	No. of each Lot.	Total Number received.
PASSENGER STOCK.					
		Year.			
1st Class Carriages ...	Wright & Son	1855	1 to 8.....	8	16
"	Railway Works, Sydney	1865	9.....	1	
"	Midland Co.	1869	10 to 15.....	6	
"	Russell & Co., Sydney	1871	16	1	
Composite Carriages...	Wright & Son	1855	2 and 16	2	17
"	"	1858	1, 3, 4, and 5	4	
"	"	1862	6, 7, 8, and 9 to 15 ...	10	
"	Russell & Co., Sydney	1868	17	1	
2nd Class Carriages...	Wright & Son	1855	1, 14, and 41 to 47 ...	21	62
"	"	1858	39 and 40	2	
"	"	1861	15 to 38.....	24	
"	Railway Works, Sydney	1864	48	1	
"	Oldbury Co.	1868	49 to 60.....	12	
"	Russell & Co., Sydney	1870	61 and 62	2	
*Mail-vans	"	1871	63 to 66.....	4	4
Hearses	Wright & Son	1855	1 and 2	2	2
Car-trucks	Railway Works, Sydney	1858	3 and 4	2	26
"	Wright & Son	1862	5 to 18	14	
"	Railway Works, Sydney	1865	1 and 2	2	
"	Russell & Co.	1870	19 to 26.....	8	
Horse-boxes	Wright & Son	1855	1.....	1	35
"	W. Randle.....	1856	2 to 4.....	3	
"	Railway Works.....	1858	5 to 9.....	5	
"	Wright & Son	1861	10 to 23.....	14	
"	Russell & Co.....	1870	24 to 31.....	8	
"	"	1871	32 to 35.....	4	
Prison-van	Railway Works.....	1867	1.....	1	1
Brake-vans	Wright & Son	1855	1, 2, 3	3	18
"	"	1858	5.....	1	
"	"	1861	6, 7, 8, 9	4	
"	Vale & Lacy.....	1867	16, 17, 18, 19	4	
"	Russell & Co.....	1870	23, 24, 25, 26	4	
"	"	1871	31, 32	2	
"	"	1871	31, 32	2	
GOODS STOCK.					
				Total	181
Brake-vans	Wright & Sons	1858	4.....	1	14
"	Vale & Lacy	1867	10, 11, 12, 13, 14, 15..	6	
"	Russell & Co.....	1869	20	1	
"	"	1870	21, 22	2	
"	"	1871	27, 28, 29, 30	4	
A Waggon	Wright & Son	1855	1 to 10	10	66
"	"	1857	21 to 24.....	4	
"	Railway Works.....	1861	25 to 28.....	4	
"	Ashbury.....	1861	29 to 56.....	28	
"	Russell & Co.....	1870	57 to 64.....	8	
"	"	1871	65 to 76.....	12	
B Waggon	Wright & Son	1855	1 to 20	20	105
"	"	1857	21 to 28.....	8	
"	Vale & Lacy	1868	29 to 40.....	12	
"	"	1869	41 to 68.....	28	
"	Russell & Co.....	1869	69 to 71.....	3	
"	"	1870	72 to 93.....	22	
"	"	1871	94 to 105	12	
C Vans	Wright & Son	1855	4 to 13	10	49
"	"	1857	1 to 3.....	3	
"	Ashbury.....	1862	14 to 21.....	8	
"	Russell & Co.....	1870	22 to 29.....	8	
"	"	1871	30 to 49.....	20	
D Waggon	Railway Works.....	1858	1 to 20	20	234
"	"	1861	21 to 24.....	4	
"	Russell & Co.....	1861	25 to 42.....	18	
"	Vaughan	1861	43 to 52.....	10	
"	Ashbury.....	1862	53 to 86.....	34	
"	Vaughan	1865	87 to 116	30	
"	Russell & Co.....	1865	117 to 126.....	10	
"	Bayliss	1865	127 to 132.....	6	
"	Carried forward			132	

* Altered from 2nd class carriages.

No. 13—continued.

SOUTH, WEST, AND RICHMOND LINES—continued.

Description.	From whom received.	When received.	How numbered.	No. of each Lot.	Total Number received.
GOODS STOCK—continued.					
D Waggon	Russell & Co.	Year. 1866	133 to 150.	132	234
"	"	1867	151 to 180.	18	
"	"	1868	181 to 220.	30	
"	Robertson	1868	221 to 270.	40	
"	"	1869	271 to 280.	50	
"	"	1869	281 to 319.	10	
"	Russell & Co.	1869	320 to 426.	39	
"	"	1870	427 to 477.	107	
"	"	1871		51	
E Trucks	Railway Works	1859	1 to 8.	8		477
"	Russell & Co.	1871	9 to 16.	8	
Sheep-vans	Wright & Son	1855	1.	1	16
"	Ashbury	1862	2 to 7.	6	
"	Russell & Co.	1871	8 to 24.	17	
Cattle-vans	Ashbury	1862	1 to 14.	14	24
"	Russell & Co.	1869	22 to 25.	4	
"	"	1870	26 to 41.	16	
"	"	1871	15 to 21.	7	
"	"	1871	42 to 55.	14	
Meat-vans	Railway Works	1858	1 and 2.	2	55
"	"	1860	3 to 10.	8	
Ballast-waggon	Wright & Son	1855	1 to 10.	10	10
"	Russell & Co.	1868	11 to 14.	4	
				Total.....	830

GREAT NORTHERN RAILWAY.

Description.	From whom received.	When received.	How numbered.	No. of each Lot.	Total Number received.
PASSENGER STOCK.					
1st class Carriages	Wright & Sons	Year. 1861	1 to 6.	6	6
2nd class do.	"	1856	3, 4, 6 to 9; 23 to 30	14	
"	"	1861	11 to 22.	12	
"	Russell & Co.	1871	2, 31 to 35.	6	32
Horse-boxes	Railway Works, Newcastle	1856	1 and 2.	2	
"	Wright & Sons	1861	3 to 9.	7	
"	Russell & Co.	1870	10 and 11.	2	
"	"	1871	12 to 16.	5	
Carriage-trucks	Wright & Sons	1861	1 to 7.	7	16
"	Russell & Co.	1870	8 and 9.	2	
"	"	1871	10, 11, 12.	3	
Mail-vans*	Wright & Sons	1856	1, 5, 10.	3	12
Brake-vans	Wright & Sons	1856	1, 2.	2	3
"	"	1861	3, 4.	2	
"	Russell & Co.	1870	12, 13.	2	
				Total.....	75
GOODS STOCK.					
Brake-vans	Wright & Sons	1856	10†	1	9
"	Railway Works, Newcastle	1856	5, 6.	2	
"	"	1861	7.	1	
"	Vale & Lacy	1867	8, 9.	2	
"	Russell & Co.	1870	11.	1	
"	"	1871	14, 15.	2	
A Trucks	Wright & Sons	1856	1 to 16.	16	
"	Railway Works, Sydney	1861	17, 18.	16	
"	Ashbury & Co.		19 to 32.		
"	Russell & Co.	1870	33, 34.	2	
"	"	1871	35 to 40.	6	
B Waggon	Wright & Sons	1856	1 to 10.	10	40
"	Russell & Co.	1870	11 to 15.	5	
C Vans	Wright & Sons	1856	1 to 7.	7	15
"	Ashbury & Co.	1861	8 to 11.	4	
"	Russell & Co.	1871	12 to 16.	5	
				Total.....	16
Carried forward					80

* Altered from 2nd class carriages, and carry passengers and mails.

† Altered from 2nd class carriages.

No. 13—*continued.*GREAT NORTHERN RAILWAY—*continued.*

Description.	From whom received.	When received.	How numbered.	No. of each Lot.	Total Number received.	
<i>GOODS STOCK—continued.</i>						
D Waggons	Railway Works, Sydney	Year.	.....	.....	80
"	Ashbury & Co.	1861	1, 2	19	157	
"	Russell & Co.	1865	3 to 19	20		
"	Sims, Morpeth	1868	20 to 39	44		
"	"	1869	40 to 83	22		
"	Russell & Co.	"	84 to 99	16		
"	"	1870	100 to 105	36		
"	"	1871	106 to 121	7		
"	"	"	122 to 157	4		
Cattle-vans	Ashbury & Co.	1860	1 to 7	14		23
"	Russell & Co.	1870	8, 9	3		7
"	"	1871	10 to 23	4	25	
Sheep-vans	Ashbury & Co.	1861	1 to 3	25	7	
"	Russell & Co.	1871	4 to 7 .....	.....	292
Ballast-waggon	Peto & Co.	1864	1 to 25 .....	.....	.....
Total .....				.....	.....

SUMMARY.

Locomotives—		
South and West	47	
North	19	66
Passenger Stock—		
South and West	181	
North	75	256
Goods Stock—		
South and West	830	
North	292	1,122
Total		1,444

No. 14.

LIST of Rolling Stock on 31st December, 1865, and the annual additions, to the 31st December, 1871.

	31 Dec., 1865.		1866.		1867.		1868.		1869.		1870.		1871.		31 Dec., 1871.		Total No.
	S.&W.	N.	S.&W.	N.	S.&W.	N.	S.&W.	N.	S.&W.	N.	S.&W.	N.	S.&W.	N.	S.&W.	N.	
LOCOMOTIVES.																	
Tank	5	3	...	...	...	...	...	...	...	...	...	...	...	...	5	3	8
Tender	26	13	...	1	...	...	...	...	...	...	9	...	7	2	42	16	58
Total	31	16	...	1	...	...	...	...	...	...	9	...	7	2	47	19	66
PASSENGER STOCK.																	
Carriages—																	
First class	8	6	...	...	...	...	...	...	7	...	...	...	1	...	16	6	22
Composite	16	...	...	...	...	...	1	...	...	...	...	...	...	...	17	...	17
Second class*	47	29	...	...	...	...	12	...	1	...	2	...	3	...	62	32	94
Carriage-trucks	18	7	...	...	...	...	...	...	...	8	2	...	3	...	26	12	38
Horse-boxes	23	9	...	...	...	...	...	...	...	8	2	4	5	...	35	16	51
Brake-vans	8	4	...	...	4	...	...	...	...	4	2	2	...	...	18	6	24
Mail-vans .....	...	...	...	...	...	...	...	...	...	...	...	4	3	...	4	3	7
Prison-van .....	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1
Hearses	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Total	122	55	...	...	5	...	13	...	8	...	22	6	11	14	181	75	256
GOODS STOCK.																	
Trucks—																	
Low-sided A	56	32	...	...	...	...	...	...	...	8	2	2	6	...	66	40	106
High-sided B	28	10	...	...	...	...	12	...	31	...	22	5	12	...	105	15	120
Covered C	21	11	...	...	...	...	...	...	...	8	...	...	20	5	49	16	65
Medium D	132	39	18	...	30	...	90	44	49	22	107	16	51	36	477	157	634
Timber E	8	...	...	...	...	...	...	...	...	...	...	...	8	...	16	...	16
Ballast-waggon .....	...	25	...	...	...	...	4	...	...	...	...	...	10	...	14	25	39
Brake-vans	1	4	...	...	6	2	...	...	1	...	2	1	4	2	14	9	23
Ment-vans	10	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	10
Cattle-vans	14	7	...	...	...	...	...	...	4	...	16	2	21	14	55	23	78
Sheep-vans	7	3	...	...	...	...	...	...	...	...	...	...	14	4	24	7	31
Total	277	131	18	...	36	2	106	44	85	22	163	26	145	67	830	292	1122
Total number of Locomotives and Vehicles	430	202	18	1	41	2	119	44	93	22	194	32	163	83	1058	386	1444

* One altered to brake-van.

No. 20.

STATEMENT showing all sums expended on the construction of the Government Railways of New South Wales, both for lines open and for works in progress, together with the amount appropriated from Loans and Consolidated Revenue voted by the Legislature, from the 1st of January, 1852, to the 31st December, 1871, inclusive, and the Balance unexpended, as shown by the appropriation in the Railway Books.

Year.	Particulars.	Amount.	Total.	Year.	Act.	Amount.	Total.
	LINES OPEN FOR TRAFFIC.	£ s. d.	£ s. d.		LOANS.	£ s. d.	£ s. d.
1871	To expenditure on lines open for traffic, to 31st December, 1871	5,887,257 14 3		1852	Loan Act, 16 Vic. No. 29, in connection with 18 Vic. No. 40 ...	240,000 0 0	
				1854	18	40	638,252 1 1
				1855	19	38	71,600 14 6
				1856	20	1	198,375 18 1
				1857	20	34	182,000 0 0
				1858	22	22	827,000 0 0
				1860	23	10	87,675 19 0
				1861	24	24	8,427 4 6
				"	25	19	1,475,070 12 4
				1862	26	14	29,245 15 1
1871	„ Expended on lines in progress, &c., but not open for traffic, 31st December, 1871	632,025 17 10		1864	27	14	552,107 0 0
				"	"	"	8,473 4 3
				1865	29	9	94,800 0 0
				1866	29	23	687,500 0 0
				"	30	23	33,000 0 0
				1867	31	11	1,000,000 0 0
				1868	31	27	7,131 0 0
				1869	32	13	70,000 0 0
				1870	34	2	179,000 0 0
				1871	35	5	300,124 0 0
							6,689,783 8 10
					CONSOLIDATED REVENUE.		
				1858	By Appropriation Act, 22 Vic. No. 21	13,583 17 10	
				1859	22	20,515 19 10	
				1860	24	1	1,877 7 9
				1861	24	23	2,955 5 1
				1862	25	18	2,230 6 3
				"	26	15	1,812 13 9
				1864	27	12	7,368 0 10
				1864-5	29	10	98 7 8
				1865	29	10	8,043 16 11
				"	27	12	15 7 0
				1866	29	24	7,976 10 9
				1867	30	24	5,784 17 4
				1868	31	29	6,049 7 7
				1869	32	12	5,576 12 3
				1870	33	17	3,071 12 7
				1871	35	3	2,763 14 11
							89,723 18 4
							6,779,507 7 2
							6,779,507 7 2

No. 21.

RETURN of the Traffic in Passengers and Goods, during the years 1866 to 1871 inclusive.

Year, and Name of Railway Line.	Miles open for Traffic.	Coaching Traffic.							Goods Traffic.						Number of Trains run.			Number of Miles travelled by Trains.			
		Passengers.				Carriages	Horses.	Dogs.	Cattle.	Sheep.	Pigs.	Minerals, Coal and Coke.	Wool.	General Merchandise.	Passenger Trains.	Goods Trains.	Total.	Passenger Trains.	Goods Trains.	Other Mileage—Empties, Shunting, &c.	Total.
		First Class.	Second Class.	Total.	Season Tickets.																
1866.																					
South, West, and Richmond.	91	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	Tons.	Bales.	Tons.	No	record	.....	203,675	73,743	63,440	340,858
North	52	42,577	391,929	434,506	1,685	1,551	3,477	1,836	1,580	8,121	1,587	No record.	19,947	81,473	18,011	25,092	120,909	92,148	59,230	272,287	
Total	143	51,429	616,901	668,330	1,718	1,944	4,800	2,819	1,997	21,459	5,337	394,372	37,958	106,565	.....	.....	.....	324,584	165,891	122,670	613,145
1867.																					
South, West, and Richmond.	152	41,015	389,452	430,467	1,990	1,379	3,351	1,605	2,236	35,011	2,419	No record.	35,341	88,132	No	record	.....	285,957	106,195	59,385	451,537
North	52	6,168	179,740	185,908	27	330	1,118	927	275	14,073	2,325	400,123	20,301	28,767	117,956	90,643	117,956	90,643	57,327	265,926	
Total	204	47,183	569,192	616,375	2,017	1,709	4,469	2,532	2,511	49,084	4,744	400,123	55,642	116,899	.....	.....	.....	403,913	196,838	116,712	717,463
1868.																					
South, West, and Richmond.	195	57,886	470,055	527,941	1,951	1,586	3,558	1,903	4,190	111,210	2,504	No record.	48,755	104,287	No	record	.....	382,834	162,012	84,557	629,403
North	52	8,065	178,557	186,622	41	356	1,110	892	565	14,239	2,879	458,605	19,447	33,622	122,622	101,061	122,622	101,061	54,298	277,981	
Total	247	65,951	648,612	714,563	1,992	1,942	4,668	2,795	4,755	125,449	5,383	458,605	68,202	137,909	.....	.....	.....	505,456	263,073	138,855	907,384
1869.																					
South, West, and Richmond.	235	64,395	482,785	547,180	2,138	1,404	3,486	1,933	4,508	87,590	2,955	2,743	52,222	118,584	15,501	5,838	21,339	423,969	205,552	122,868	752,389
North	83	12,078	200,377	212,455	27	524	1,384	1,073	633	16,450	4,744	546,939	23,967	45,847	5,988	10,491	16,479	140,855	123,176	74,769	338,800
Total	318	76,473	683,162	759,635	2,165	1,928	4,870	3,006	5,141	104,040	7,699	549,682	76,189	164,431	21,489	16,329	37,818	564,824	328,728	197,637	1,091,189
1870.																					
South, West, and Richmond.	249	69,359	497,406	566,765	2,555	1,364	3,416	2,509	5,728	139,181	4,073	8,038	37,319	118,980	13,509	7,657	21,166	420,366	226,005	142,453	788,824
North	90	13,441	196,501	209,942	59	542	1,284	1,091	706	41,548	7,853	576,781	21,448	62,724	6,076	6,263	12,339	150,822	103,946	106,898	361,666
Total	339	82,800	693,907	776,707	2,614	1,906	4,700	3,600	6,434	180,729	11,926	584,819	58,767	181,704	19,585	13,920	33,505	571,188	329,951	249,351	1,150,490
1871.																					
South, West, and Richmond.	249	79,093	477,560	556,653	2,739	1,310	2,798	2,277	5,233	58,897	5,589	3,216	63,906	127,216	13,133	6,982	20,115	408,168	257,764	136,251	802,183
North	109	14,553	187,856	202,409	27	594	1,062	1,101	754	57,545	6,230	554,645	33,724	56,909	4,941	6,901	11,842	153,774	111,627	109,938	375,339
Total	358	93,646	665,416	759,062	2,766	1,904	3,860	3,378	5,987	116,442	11,819	557,861	97,630	184,125	18,074	13,883	31,957	561,942	369,391	246,189	1,177,522

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 22.

RETURN of the Receipts from Traffic in Passengers and Goods during the Years 1866 to 1871, inclusive.

Year, and Name of Railway Line.	Miles open for Traffic, 31 Dec.	Gross Receipts from Coaching Traffic.						Gross Receipts from Goods Traffic.					Total Receipts from all Source of Traffic.
		Passengers.			Excess—Luggage, Parcels, Horses, Carriages, and Dogs, &c.	Mails.	Total Coaching Receipts.	Live Stock.	Minerals.	Wool.	General Merchandise.	Total Goods Receipts.	
		1st and 2nd Class Passengers.	Holders of Season Tickets.	Total from Passengers.									
1866.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South and West...	91	47,418 12 5	2,582 11 11	50,001 4 4	7,400 17 0	1,035 0 0	58,437 1 4	708 7 3	No record.	2,766 12 6	44,635 10 5	48,110 10 2	106,547 11 6
North.....	52	19,347 18 4	50 3 0	19,398 1 4	7,237 1 0	563 10 0	27,198 12 4	227 15 11	19,050 18 7	2,173 13 10	13,336 2 4	34,788 10 8	61,987 3 0
Total.....	143	66,766 10 9	2,632 14 11	69,399 5 8	14,637 18 0	1,598 10 0	85,635 13 8	936 3 2	19,050 18 7	4,940 6 4	57,971 12 9	82,899 0 10	168,534 14 6
1867.													
South and West...	152	51,196 8 1	2,726 17 11	53,923 6 0	10,077 11 9	1,425 1 1	65,425 18 10	1,330 13 6	No record.	4,703 3 3	58,136 18 6	64,170 15 3	129,596 14 1
North.....	52	18,141 11 9	52 14 6	18,194 6 3	3,380 1 0	563 10 0	22,137 17 3	124 1 4	20,298 19 4	2,527 2 0	14,387 9 2	37,337 11 10	59,475 9 1
Total.....	204	69,337 19 10	2,779 12 5	72,117 12 3	13,457 12 9	1,988 11 1	87,563 16 1	1,454 14 10	20,298 19 4	7,230 5 3	72,524 7 8	101,508 7 1	189,072 3 2
1868.													
South and West...	195	60,718 11 1	2,776 5 10	63,494 16 11	10,856 18 5	1,977 7 8	76,329 3 0	2,935 4 4	No record.	7,233 9 6	74,400 7 7	84,569 1 5	160,898 4 5
North.....	52	18,003 8 3	84 2 7	18,087 10 10	4,427 18 10	563 10 0	23,078 19 8	155 18 8	21,295 1 8	1,937 4 1	16,993 5 1	40,381 9 6	63,460 9 2
Total.....	247	78,721 19 4	2,860 8 5	81,582 7 9	15,284 17 3	2,540 17 8	99,408 2 8	3,091 3 0	21,295 1 8	9,170 13 7	91,393 12 8	124,950 10 11	224,358 13 7
1869.													
South and West...	235	66,158 15 3	2,916 15 5	69,075 10 8	11,849 6 3	2,395 9 2	83,320 6 1	3,293 16 11	1,037 17 0	8,213 8 10	89,626 2 3	102,171 5 0	185,491 11 1
North.....	83	20,613 15 9	114 19 0	20,728 14 9	4,398 15 7	979 5 4	26,106 15 8	560 12 5	25,037 17 8	3,324 13 0	24,453 9 2	53,376 12 3	79,483 7 11
Total.....	318	86,772 11 0	3,031 14 5	89,804 5 5	16,248 1 10	3,374 14 6	109,427 1 9	3,854 9 4	26,075 14 8	11,538 1 10	114,079 11 5	155,547 17 3	264,974 19 0
1870.													
South and West...	249	68,050 12 11	3,035 16 11	71,086 9 10	18,049 2 4	2,771 10 0	91,907 2 2	5,232 7 5	2,964 10 6	9,042 11 8	110,324 9 7	127,563 19 2	219,471 1 4
North.....	90	21,082 2 8	73 12 9	21,155 15 5	3,843 14 8	947 4 0	25,946 14 1	961 19 5	27,082 7 3	3,822 14 7	29,857 7 2	61,724 8 5	87,671 2 6
Total.....	339	89,132 15 7	3,109 9 8	92,242 5 3	21,892 17 0	3,718 14 0	117,853 16 3	6,194 6 10	30,046 17 9	12,865 6 3	140,181 16 9	189,288 7 7	307,142 3 10
1871.													
South and West...	249	79,616 16 4	3,231 14 11	82,848 11 3	14,041 11 10	2,852 0 0	99,742 3 1	6,116 12 5	6,057 4 9	18,035 11 8	129,197 3 4	159,406 12 2	259,148 15 3
North.....	109	24,121 12 8	36 16 6	24,158 9 2	4,418 0 2	1,176 13 7	29,753 2 11	1,755 5 6	26,027 4 10	7,483 19 0	31,153 9 6	66,419 18 10	96,173 1 9
Total.....	358	103,738 9 0	3,268 11 5	107,007 0 5	18,459 12 0	4,028 13 7	129,495 6 0	7,871 17 11	32,084 9 7	25,519 10 8	160,350 12 10	225,826 11 0	355,321 17 0

No. 23.

RETURN of Working Expenses and Rolling Stock, from 1866 to 1871 inclusive.

Year.	Name of Railway.	Length of Line open.	Locomotive Power.		Repairs, &c., of Carriages and Waggon.		Maintenance and Renewal of Way.		Traffic Charges, Coaching, and Merchandise.		Compensation for Personal Injury.		Compensation for Damage and Loss of Goods.		Miscellaneous Working Expenditure, not included in foregoing.		Total Working Expenditure.		Net Earnings.		Proportion per cent. Expenditure to Total Earnings.	Rolling Stock.												
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	Locomotives.	Passenger Stock.	Goods Stock.	Total No. of Vehicles.						
1866 ...	South and West.....	91	20,310	16	7	4,695	8	7	17,750	10	3	21,739	8	1	59	0	6	68	4	1	1,860	8	4	66,483	16	5	40,063	15	1	62'42	31	122	295	448
	North	52	13,109	11	9	2,531	14	2	9,331	17	7	14,023	12	6	.....	.....	.....	29	17	8	718	19	11	39,745	13	7	22,241	9	5	64'21	17	55	131	203
	Total.....	143	33,420	8	4	7,227	2	9	27,082	7	10	35,763	0	7	59	0	6	98	1	9	2,579	8	3	106,229	10	0	62,305	4	6	63'64	48	177	426	651
1867 ...	South and West.....	152	25,101	7	2	3,625	17	0	18,636	11	3	27,434	18	11	128	6	0	140	4	4	1,883	6	5	76,950	11	1	52,646	3	0	59'42	31	127	331	489
	North	52	14,123	14	10	2,105	8	0	8,544	14	7	14,934	4	4	50	0	0	39	9	0	575	0	7	40,373	11	4	19,101	17	9	67'97	17	55	133	205
	Total.....	204	39,225	2	0	5,732	5	0	27,181	5	10	42,369	3	3	178	6	0	179	13	4	2,458	7	0	117,324	2	5	71,748	0	9	62'08	48	182	464	694
1868 ...	South and West.....	195	33,712	6	3	6,131	11	0	22,286	9	1	42,020	1	1	97	16	0	198	6	4	2,760	6	6	107,206	16	3	53,691	8	2	66'67	31	140	437	608
	North	52	10,809	15	9	2,006	4	1	7,723	10	2	15,739	4	6	2	10	0	27	12	6	685	6	7	36,994	3	7	26,466	5	7	58'35	17	55	177	249
	Total.....	247	44,522	2	0	8,137	15	1	30,009	19	3	57,759	5	7	100	6	0	225	18	10	3,445	13	1	144,200	19	10	80,157	13	9	64'29	48	195	614	857
1869 ...	South and West.....	235	40,989	9	5	11,006	1	3	29,235	16	4	40,637	16	11	55	12	0	114	18	11	5,381	3	8	127,420	18	6	58,070	2	7	68'72	31	148	522	701
	North	83	15,247	0	3	3,011	18	1	11,253	6	6	17,587	18	10	.....	.....	.....	18	9	5	1,822	10	9	48,941	3	10	30,542	4	1	61'63	17	55	199	271
	Total.....	318	56,236	9	8	14,017	19	4	40,489	2	10	58,225	15	9	55	12	0	133	8	4	7,203	14	5	176,362	2	4	88,612	6	8	66'57	48	203	721	972
1870 ...	South and West.....	249	42,987	14	1	10,729	12	5	43,246	6	5	43,017	0	1	15	0	0	202	6	9	9,217	16	8	149,415	16	5	70,055	4	11	68'10	40	170	685	895
	North	90	15,905	14	10	2,993	15	8	14,763	6	5	19,009	11	5	.....	.....	.....	64	2	10	3,850	14	3	56,587	5	5	31,083	17	1	64'59	17	61	225	303
	Total.....	339	58,893	8	11	13,723	8	1	58,009	12	10	62,026	11	6	15	0	0	266	9	7	13,068	10	11	206,003	1	10	101,139	2	0	67'08	57	231	910	1,198
1871 ...	South and West.....	249	39,920	2	11	8,312	4	10	44,137	11	5	39,081	13	6	1,292	14	11	118	7	0	8,474	4	1	141,336	18	8	117,811	16	7	54'55	47	181	830	1,058
	North	109	14,036	7	7	2,578	7	1	17,021	5	11	18,439	2	8	10	0	0	143	16	10	3,499	11	2	55,728	11	3	40,444	10	6	57'99	19	75	292	386
	Total.....	358	53,956	10	6	10,890	11	11	61,158	17	4	57,520	16	2	1,302	14	11	262	3	10	11,973	15	3	197,065	9	11	158,256	7	1	55'46	66	256	1,122	1,444

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 24.

DETAILED Statement of Working Expenses as per Schedules of Expenditure in Revenue Account, for the year 1866.

Schedule.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 3,057 13 6	£ 3,720 17 6	£ s. d.	£ 776 16 0	£ 7,555 7 0
2 Wages of engine-cleaners and out-door labourers	882 2 9	1,235 5 11	.....	266 4 0	2,383 12 8
3 Cost of fuel for engines, and wages of fuelmen	2,187 10 8	4,089 3 0	.....	289 9 11	6,566 3 7
4 Water and repairs of engines for pumping	795 16 2	771 5 3	.....	230 13 5	1,797 14 10
5 Oil, tallow, waste, and sundry stores	738 4 10	1,148 9 9	.....	98 5 6	1,985 0 1
6 Clothing	.....	.....	.....	.....	.....
REPAIRING ENGINES.					
1 Locomotive foreman and time-keepers	327 13 0	891 2 6	.....	.....	1,218 15 6
2 Wages for repairs and renewals of engines	2,339 5 10	3,343 3 11	.....	184 2 11	5,866 12 8
3 Materials for do. do.	2,313 6 7	1,461 16 10	.....	30 7 4	3,805 10 9
4 Repairs of machinery and workshops	283 10 4	724 5 1	.....	.....	1,007 15 5
5 Tools and implements	161 1 0	523 19 2	.....	1 1 10	686 2 0
6 General charges	9 6 9	292 8 5	.....	.....	301 15 2
7 Fuel and lighting	13 17 1	195 2 2	.....	.....	208 19 3
8 Casualties	0 3 3	36 16 2	.....	.....	36 19 5
	13,109 11 9	18,433 15 8	.....	1,877 0 11	33,420 8 4
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages	827 7 9	1,812 2 0	.....	16 1 3	2,655 11 0
2 Materials for do. do.	570 1 9	644 9 9	.....	.....	1,214 11 6
3 Casualties	1 8 6	1 10 0	.....	.....	2 18 6
WAGGON REPAIRS.					
1 Wages for repairs of waggons	683 6 3	1,710 14 10	.....	.....	2,394 1 1
2 Materials for do.	449 9 11	510 10 9	.....	.....	960 0 8
3 Casualties	.....	.....	.....	.....	.....
	2,531 14 2	4,679 7 4	.....	16 1 3	7,227 2 9
C. MAINTENANCE OF WAY.					
1 Salaries of wages of inspectors, &c.	862 4 0	1,055 14 4	90 14 6	153 19 6	2,162 12 4
2 Repairs of permanent way	4,692 18 9	6,445 7 8	1,646 12 2	1,442 5 8	14,227 4 3
3 Tools and implements	255 3 11	141 19 9	16 1 4	20 16 0	434 1 0
4 Ballasting	876 14 1	1,757 14 7	260 3 3	19 12 10	2,914 4 9
5 Slips	.....	50 18 6	.....	.....	50 18 6
6 Repairs of tunnels, viaducts, bridges, &c.	464 5 5	410 9 2	71 11 10	109 0 1	1,055 6 6
7 Repairs of sidings, turntables, &c.	66 2 1	53 10 11	18 10 7	25 17 0	104 0 7
8 Repairs of gates, fences, &c.	178 18 6	212 9 9	91 10 3	14 14 11	497 13 5
9 Relaying line	1,155 11 7	2,453 6 0	.....	.....	3,608 17 7
10 Repairs of stations, platforms, and buildings	685 6 8	875 10 1	110 12 10	34 16 11	1,706 6 6
11 Repairs of signals, cranes, weighing machines, &c.	33 13 4	46 5 0	41 1 1	0 18 6	121 17 11
12 Repairs of approach roads	60 19 3	28 10 3	22 17 0	4 12 0	116 18 6
13 Casualties	.....	18 17 0	.....	.....	18 17 0
14 Branches	.....	3 9 0	.....	.....	3 9 0
	9,331 17 7	13,554 2 0	2,369 14 10	1,826 13 5	27,082 7 10
D. COACHING CHARGES.					
1 Wages, clerks, inspectors, guards, &c.	5,563 8 10	8,375 9 10	2,531 0 2	1,039 11 10	17,509 10 8
2 Compensation	.....	59 0 6	.....	.....	59 0 6
3 Travelling expenses	1 0 0	0 12 0	8 14 4	11 5 0	21 11 4
4 Delivering parcels	.....	.....	.....	.....	.....
5 Horse and coach hire	.....	.....	.....	.....	.....
6 Advertising	.....	.....	.....	.....	.....
7 Stationery and printing	36 8 5	22 11 3	11 7 5	9 7 7	79 14 8
8 Fuel and stores	280 3 3	517 19 1	115 3 7	63 17 7	977 3 6
9 Clothing	151 10 6	144 1 3	29 16 6	17 9 6	342 17 9
10 General charges	1 16 9	2 17 3	0 15 0	.....	5 9 0
11 Repairing station furniture, fittings and implements	50 14 10	43 3 8	0 12 10	0 6 7	94 17 11
12 Making and repairing lamps	12 2 6	41 12 6	.....	.....	53 15 0
	6,097 5 1	9,207 7 4	2,697 9 10	1,141 18 1	19,144 0 4
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	3,461 17 0	5,351 11 11	1,230 17 10	534 4 0	10,578 10 9
2 Compensation	29 17 8	47 18 1	17 6 0	3 0 0	98 1 9
3 Horse-hire	96 7 2	670 3 8	.....	.....	766 10 10
4 Travelling expenses	.....	.....	.....	.....	.....
5 Stationery and printing	.....	.....	.....	.....	.....
6 Fuel and stores	18 11 8	105 9 4	9 9 8	1 16 7	135 7 3
7 Sheet repairs	686 5 4	693 5 0	1 3 5	1 3 4	1,381 17 1
8 Greasing waggons	112 14 6	35 11 7	.....	7 9 10	155 15 11
9 Clothing	.....	.....	.....	.....	.....
10 General charges	.....	109 3 2	0 4 0	.....	109 7 2
11 Steam cranes	3,550 11 9	.....	.....	.....	3,550 11 9
	7,956 5 1	7,013 2 9	1,259 0 11	547 13 9	16,776 2 6
F. GENERAL CHARGES.					
1 Proportion of general establishment	277 16 4	277 16 4	277 16 2	277 16 2	1,111 5 0
2 Auditing	180 0 0	93 19 5	93 18 6	82 9 4	450 7 3
3 Advertising	.....	.....	.....	.....	.....
4 Stationery and printing	1 0 0	4 11 6	1 0 0	.....	6 11 6
5 Travelling expenses	48 17 0	27 10 10	27 1 10	24 11 10	128 1 6
6 Office expenses and contingencies	168 14 10	461 12 7	67 16 8	26 3 4	724 7 5
7 Repairs of store fittings	42 11 9	17 9 10	.....	.....	60 1 7
8 Store wages	.....	98 14 0	.....	.....	98 14 0
	718 19 11	981 14 6	467 13 2	411 0 8	2,579 8 3
TOTAL	£ 39,745 13 7	53,869 9 7	6,793 18 9	5,820 8 1	106,229 10 0

No. 24—continued.

DETAILED STATEMENT of Working Expenses as per Schedules of Expenditure in Revenue Account for the year 1867.

Schedules.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 3,175 17 9	£ 4,879 1 3	£ 482 8 0	£ 482 8 0	£ 8,537 7 0
2 Wages of engine-cleaners and out-door labourers.....	1,033 19 9	1,413 4 7	150 9 3	150 9 3	2,597 13 7
3 Cost of fuel for engines and wages of fuelmen	1,718 2 2	6,584 17 10	271 14 8	271 14 8	8,574 14 8
4 Water and repairs of engines for pumping	554 11 2	1,505 17 7	138 2 3	138 2 3	2,198 11 0
5 Oil, tallow, waste, and sundry stores	732 19 6	1,935 9 10	91 13 6	91 13 6	2,760 2 10
6 Clothing		2 12 0			2 12 0
REPAIRING ENGINES.					
1 Locomotive foreman and timekeepers	409 11 0	804 13 2		13 19 4	1,228 3 6
2 Wages for repairs and renewals of engines	2,456 1 3	2,549 18 3		87 6 1	5,093 5 7
3 Materials for do. do.	3,654 4 5	3,073 1 1		13 9 9	6,740 15 3
4 Repairs of machinery and workshops	262 15 8	483 1 7		4 13 9	750 11 0
5 Tools and implements	92 14 9	278 11 5		0 1 2	371 7 4
6 General charges	15 10 9	122 10 10			138 1 7
7 Fuel and lighting	17 6 8	197 12 5			214 19 1
8 Casualties		16 17 7			16 17 7
	14,123 14 10	23,847 9 5		1,253 17 9	39,225 2 0
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages	839 2 10	1,430 8 5		2 10 6	2,272 1 9
2 Materials for do. do.	336 13 6	497 8 1		2 5 6	836 7 1
3 Casualties		13 5 4			13 5 4
WAGGON REPAIRS.					
1 Wages for repairs of waggons	659 5 11	1,168 11 11			1,827 17 10
2 Materials for do.	271 5 9	429 16 2			701 1 11
3 Casualties		81 11 1			81 11 1
	2,106 8 0	3,621 1 0		4 16 0	5,732 5 0
C. MAINTENANCE OF WAY.					
1 Salaries and wages of inspectors, &c.	2,585 0 9	4,538 9 11	1,808 0 0	517 0 6	9,448 11 2
2 Repairs of permanent way	2,385 2 3	4,908 0 6	896 6 1	583 14 6	8,773 3 4
3 Tools and implements	266 15 4	131 16 3	15 13 9	5 0 2	419 5 6
4 Ballasting	631 11 1	900 15 10	67 8 3	17 12 11	1,617 8 1
5 Slips		17 14 6	2 11 0	3 0 4	23 5 10
6 Repairs of tunnels, viaducts, bridges, &c.	690 10 7	278 19 0	104 2 7	37 5 11	1,110 18 1
7 Repairs of sidings, turn-tables, &c.	9 11 4	133 12 6	22 12 3	3 16 4	169 12 5
8 Repairs of gates, fences, &c.	214 19 4	174 7 4	48 19 2	14 15 1	453 0 11
9 Relaying line	450 15 0	1,241 3 9		9 1 5	1,701 0 2
10 Repairs of stations, platforms, and buildings.....	526 7 7	1,235 10 10	47 15 11	45 2 3	1,854 16 7
11 Repairs of signals, cranes, weighing-machines, &c.	19 3 0	224 16 7			243 19 7
12 Repairs of approach roads	53 11 0	155 14 0	1 9 0	96 16 11	307 10 11
13 Casualties	711 7 4	44 18 1	0 6 9	188 4 0	944 16 2
14 Branches		113 17 1			113 17 1
	8,544 14 7	14,099 16 2	3,015 4 9	1,521 10 4	27,181 5 10
D. COACHING CHARGES.					
1 Wages—Clerks, inspectors, guards, &c.	5,439 17 6	10,017 5 3	2,554 5 0	998 13 3	19,010 1 0
2 Compensation	50 0 0	128 6 0			178 6 0
3 Travelling expenses	11 11 0		6 0 0	28 5 0	45 16 0
4 Delivering parcels	3 3 0				3 3 0
5 Horse and coach hire		6 6 9	3 5 9		9 12 6
6 Advertising		1 4 0			1 4 0
7 Stationery and printing.....	21 13 9	46 0 8	26 13 10	26 13 10	121 2 1
8 Fuel and stores	317 7 3	841 10 9	234 19 9	70 17 4	1,464 15 1
9 Clothing	159 14 6	164 6 0	57 4 0	29 3 6	410 8 0
10 General charges		322 19 10	62 7 0		385 6 10
11 Repairing station furniture, fittings and implements	57 5 9	98 16 6	6 15 7	14 14 8	177 12 6
12 Making and repairing lamps.....	5 10 0	34 15 3	2 15 9	0 3 0	43 4 0
13 Mortuary		190 18 0			190 18 0
	6,066 2 9	11,852 9 0	2,954 6 8	1,168 10 7	22,041 9 0
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	3,614 18 7	6,491 1 7	1,928 0 6	372 7 4	12,406 8 0
2 Compensation	39 9 0	66 2 0	71 2 6	3 0 0	179 13 6
3 Horse-hire	127 9 1	754 19 8			882 8 9
4 Travelling expenses			2 0 0		2 0 0
5 Stationery and printing.....					
6 Fuel and stores	35 16 0	331 8 3	22 17 0	9 9 4	399 10 7
7 Sheet repairs	589 9 10	868 14 0	132 0 0	132 0 0	1,722 3 10
8 Greasing waggons	130 0 0	86 3 11	30 6 2	6 12 4	253 2 5
9 Clothing					
10 General charges		250 19 11	168 18 6		419 18 5
11 Steam-cranes	4,420 8 1				4,420 8 1
	8,957 10 7	8,849 9 4	2,355 4 8	523 9 0	20,685 13 7
F. GENERAL CHARGES.					
1 Proportion of general establishment	242 0 9	242 0 8	242 0 8	242 0 8	968 2 9
2 Auditing	208 12 0	94 2 8	93 14 8	93 14 8	490 4 0
3 Advertising		2 5 0			2 5 0
4 Stationery and printing.....	4 13 0	4 13 0			9 6 0
5 Travelling expenses	17 12 0	1 16 0			19 8 0
6 Office expenses and contingencies	99 7 8	512 7 0	51 17 10	51 17 10	715 10 4
7 Repairs of store fittings	2 15 2	16 19 9			19 14 11
8 Store wages.....		233 8 0			233 8 0
9 Railway telegraphs			0 8 0		0 8 0
	575 0 7	1,107 12 1	388 1 2	387 13 2	2,458 7 0
Total	£ 40,373 11 4	63,377 17 0	8,712 17 3	4,859 16 10	117,324 2 5

No. 24—continued.

DETAILED STATEMENT of Working Expenses as per Schedules of Expenditure in Revenue Account for the year 1868.

Schedules.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 3,259 16 0	£ 6,770 7 1	£	£ 448 19 0	£ 10,479 2 1
2 Wages of engine-cleaners and out-door labourers.....	1,053 15 9	1,539 2 6	.....	105 10 6	2,698 8 9
3 Cost of fuel for engines and wages of fuelmen	1,955 14 5	9,682 14 9	.....	278 19 3	11,917 8 5
4 Water and repairs of engines for pumping	602 5 3	1,974 19 11	.....	156 1 2	2,733 6 4
5 Oil, tallow, waste, and sundry stores	800 15 2	3,569 15 1	.....	0 4 6	4,370 14 9
6 Clothing .....	.....	8 0 0	.....	.....	8 0 0
REPAIRING ENGINES.					
1 Locomotive foreman and time-keepers	412 18 0	753 3 8	.....	2 14 0	1,168 15 8
2 Wages for repairs and renewals of engines	1,753 8 8	3,871 6 0	.....	41 12 11	5,666 7 7
3 Materials for do. do.	599 6 3	2,599 16 0	.....	104 18 4	3,304 0 7
4 Repairs of machinery and workshops.....	242 18 4	667 16 4	.....	.....	910 14 8
5 Tools and implements	111 10 10	295 13 10	.....	1 2 9	408 7 5
6 General charges	0 10 6	196 0 0	.....	.....	196 10 6
7 Fuel and lighting	16 16 7	226 1 1	.....	.....	242 17 8
8 Casualties .....	.....	417 7 7	.....	.....	417 7 7
	10,809 15 9	32,572 3 10	.....	11,40 2 5	44,522 2 0
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages.....	684 17 5	1,645 14 11	.....	.....	2,330 12 4
2 Materials for do. do.	214 2 3	833 16 3	.....	.....	1,047 18 6
3 Casualties .....	.....	338 6 5	.....	4 14 1	343 0 6
WAGGON REPAIRS.					
1 Wages for repairs of waggons	797 19 7	1,490 7 4	.....	0 1 2	2,288 8 1
2 Materials for do.	309 4 10	901 2 2	.....	.....	1,210 7 0
3 Casualties .....	.....	909 13 8	.....	7 15 0	917 8 8
	2,006 4 1	6,119 0 9	.....	12 10 3	8,137 15 1
C. MAINTENANCE OF WAY.					
1 Salaries and wages of inspectors, &c.	4,956 1 1	10,500 9 6	4,097 7 9	1,083 3 0	20,637 1 4
2 Repairs of permanent way	184 7 6	757 12 11	93 7 2	0 18 5	1,036 6 0
3 Tools and implements	228 9 0	114 8 6	40 4 6	15 11 8	398 13 8
4 Ballasting	571 11 0	699 15 4	213 8 10	56 1 0	1,540 16 2
5 Slips .....	.....	.....	93 14 0	.....	93 14 0
6 Repairs of tunnels, viaducts, bridges, &c.	389 16 7	183 14 5	275 17 1	33 17 0	883 5 1
7 Repairs of sidings, turntables, &c.	25 10 1	152 6 5	144 17 9	.....	322 14 3
8 Repairs of gates, fences, &c.....	429 19 9	268 17 10	61 0 7	17 16 11	777 6 1
9 Relaying line	297 1 4	935 9 6	260 16 10	.....	1,493 7 8
10 Repairs of stations, platforms, and buildings...	500 17 3	952 6 0	351 9 10	104 6 9	1,908 19 10
11 Repairs of signals, cranes, weighing-machines, &c.	53 4 7	255 7 6	135 0 2	21 4 2	464 16 5
12 Repairs of approach roads	87 1 0	43 13 0	.....	.....	130 14 0
13 Casualties .....	.....	76 7 0	101 2 11	54 16 7	232 6 6
14 Branches .....	.....	89 18 3	.....	.....	89 18 3
	7,723 10 2	15,030 6 2	5,868 7 5	1,387 15 6	30,009 19 3
D. COACHING CHARGES.					
1 Wages, clerks, inspectors, guards, &c.	5,375 17 9	11,401 13 3	2,957 11 0	995 1 5	20,730 3 5
2 Compensation.....	2 10 0	7,293 15 8	.....	12, 2 0	7,308 7 8
3 Travelling expenses	9 14 6	7 16 6	.....	.....	17 11 0
4 Delivering parcels .....	.....	.....	.....	.....	.....
5 Horse and coach hire .....	.....	8 16 6	.....	.....	8 16 6
6 Advertising.....	.....	3 12 0	.....	.....	3 12 0
7 Stationery and printing	19 11 2	122 7 7	41 3 0	21 17 11	204 19 8
8 Fuel and stores	457 5 8	1,341 0 7	637 4 0	110 11 0	2,546 1 3
9 Clothing	132 12 0	138 14 6	33 9 0	.....	304 15 6
10 General charges.....	2 15 6	189 1 1	2 12 0	.....	194 8 7
11 Repairing station furniture, fittings, and implements..	42 6 4	331 13 0	34 3 1	7 6 4	415 8 9
12 Making and repairing lamps	8 14 7	27 7 5	11 9 0	.....	47 11 0
13 Mortuary .....	.....	147 12 0	.....	.....	147 12 0
	6,051 7 6	21,013 10 1	3,717 11 1	1,146 18 8	31,929 7 4
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	3,694 8 0	8,207 15 9	4,068 9 5	279 5 10	16,249 19 0
2 Compensation.....	27 12 6	92 15 0	97 13 10	7 17 6	225 18 10
3 Horse hire	120 10 2	897 4 9	.....	.....	1,017 14 11
4 Travelling expenses .....	.....	1 4 0	11 4 0	1 4 0	13 12 0
5 Stationery and printing .....	.....	.....	.....	.....	.....
6 Fuel and stores	24 10 11	321 11 0	461 7 2	16 10 10	823 19 11
7 Sheet repairs	603 2 10	1,587 8 5	120 4 3	.....	2,310 15 6
8 Greasing waggons	240 3 5	152 5 5	30 19 2	.....	423 8 0
9 Clothing .....	.....	.....	.....	.....	.....
10 General charges.....	4 18 0	69 15 11	13 7 4	.....	88 1 3
11 Steam cranes	5,002 13 8	.....	.....	.....	5,002 13 8
	9,717 19 6	11,330 0 3	4,803 5 2	304 18 2	26,156 3 1
F. GENERAL CHARGES.					
1 Proportion of general establishment	265 15 11	265 16 0	265 16 0	265 15 10	1,063 3 9
2 Auditing	180 0 0	144 0 1	137 11 0	129 2 5	590 13 6
3 Advertising .....	.....	.....	.....	.....	.....
4 Stationery and printing.....	.....	8 10 0	.....	.....	8 10 0
5 Travelling expenses	25 6 0	.....	.....	.....	25 6 0
6 Office expenses and contingencies	100 10 8	613 8 10	62 14 2	62 14 2	839 7 10
7 Repairs of store fittings	9 16 3	117 7 9	.....	.....	127 4 0
8 Store wages.....	88 11 9	442 5 2	.....	.....	530 16 11
9 Railway telegraphs	15 6 0	244 13 1	0 12 0	.....	260 11 1
	685 6 7	1,836 0 11	466 13 2	457 12 5	3,445 13 1
Total.....	36,994 3 7	87,901 2 0	14,855 16 10	4,449 17 5	144,200 19 10

No. 24—continued.

DETAILED STATEMENT of Working Expenses as per Schedules of Expenditure in Revenue Account for the year 1869.

Schedules.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 3,834 5 0	£ 5,392 12 6	£ 3,320 6 6	£ 453 1 0	£ 13,000 5 0
2 Wages of engine-cleaners, and out-door labourers	1,194 14 6	1,367 19 8	742 4 4	114 18 6	3,419 17 0
3 Cost of fuel for engines and wages of fuelmen	2,334 15 10	6,438 6 0	3,914 12 7	540 18 0	13,228 12 5
4 Water and repairs of engines for pumping	835 10 6	941 10 0	658 2 7	79 2 0	2,514 5 1
5 Oil, tallow, waste, and sundry stores	922 12 2	2,516 7 9	1,550 12 1	211 8 2	5,201 0 2
6 Clothing					
REPAIRING ENGINES.					
1 Locomotive foreman and time-keepers	418 19 0	476 3 3	342 9 10	40 0 0	1,277 12 1
2 Wages for repairs and renewals of engines	2,671 5 9	3,663 10 0	2,081 14 9	307 15 6	8,724 6 0
3 Materials for do. do.	1,077 2 3	1,818 15 7	1,237 6 1	152 16 0	4,885 19 11
4 Repairs of machinery and workshops.....	400 7 2	774 8 10	365 13 0	65 1 2	1,605 10 2
5 Tools and implements	277 2 11	570 18 10	280 1 11	47 19 4	1,176 3 0
6 General charges	11 1 6	67 17 10	31 12 0	5 14 1	116 5 5
7 Fuel and lighting	21 7 9	264 16 10	126 0 11	22 5 1	434 10 7
8 Casualties	647 16 0	2 16 0	1 6 2	0 4 8	652 2 10
	15,247 0 4	24,296 3 1	14,652 2 9	2,041 3 6	56,236 9 8
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages	723 8 6	2,369 14 0	1,187 9 11	199 1 8	4,479 14 1
2 Materials for do. do.	620 8 0	1,387 16 11	732 12 1	116 11 11	2,857 8 11
3 Casualties		10 16 4	5 0 9	0 18 2	16 15 3
WAGGON REPAIRS.					
1 Wages for repairs of waggons	1,083 19 10	1,511 2 3	709 1 3	126 19 1	3,431 2 5
2 Materials for do.	578 1 2	1,591 3 1	740 12 3	133 13 6	3,043 10 0
3 Casualties	6 0 6	118 7 4	55 1 11	9 18 11	189 8 8
	3,011 18 0	6,988 19 11	3,429 18 2	587 3 3	14,017 19 4
C. MAINTENANCE OF WAY.					
1 Salaries and wages of inspectors, &c.	2,694 13 11	3,598 4 11	2,498 12 2	580 1 3	9,371 12 3
2 Repairs of permanent way	4,760 18 6	8,303 12 1	3,937 9 2	853 4 2	17,555 3 11
3 Tools and implements	321 4 11	298 10 3	144 0 1	31 7 7	795 2 10
4 Ballasting	812 15 5	886 13 11	909 0 2	120 11 11	2,729 1 5
5 Slips		319 7 6	11 11 5	2 15 3	333 14 2
6 Repairs of tunnels, viaducts, bridges, &c.	707 7 4	1,010 17 10	239 2 9	183 16 6	2,141 4 5
7 Repairs of sidings, turntables, &c.	36 17 1	285 3 3	217 2 8	128 14 4	668 7 4
8 Repairs of gates, fences, &c.	277 16 7	557 2 10	91 19 1	122 11 11	1,049 10 5
9 Relaying line	624 8 3	502 8 2	0 3 7	0 0 8	1,127 0 8
10 Repairs of stations, platforms, and buildings	597 5 11	1,885 4 3	662 5 10	306 5 11	3,451 1 11
11 Repairs of signals, cranes, weighing-machines, &c.	48 19 2	118 17 9	102 4 10	11 5 6	281 7 3
12 Repairs of approach roads	2 2 0	246 16 6	29 5 2	29 19 9	308 3 5
13 Casualties	368 17 5	15 8 4	81 1 11	27 16 3	493 3 11
14 Branches		177 15 10	5 12 9	1 0 4	184 8 11
	11,253 6 6	18,206 13 5	8,629 11 7	2,399 11 4	40,489 2 10
D. COACHING CHARGES.					
1 Wages, clerks, inspectors, guards, &c.	5,660 15 2	12,629 0 5	3,982 12 5	1,064 6 7	23,336 14 7
2 Compensation	3 7 6	1,768 11 2	3 18 0	0 3 3	1,775 19 11
3 Travelling expenses	34 18 6	21 15 3	14 4 3	0 1 6	70 19 6
4 Delivering parcels					
5 Horse and coach hire		1 6 7	0 12 5	0 2 3	2 1 3
6 Advertising					
7 Stationery and printing.....		9 4 8	4 2 8	0 14 11	14 2 3
8 Fuel and stores	516 14 4	1,398 9 0	665 4 5	137 6 10	2,717 14 7
9 Clothing	150 8 6	233 4 9	79 14 0	17 1 6	480 8 9
10 General charges	31 8 3	91 18 4	41 12 4	5 19 11	170 18 10
11 Repairing station furniture, fittings, and implements	73 11 1	122 2 10	64 19 0	14 18 2	275 11 1
12 Making and repairing lamps	7 16 0	56 6 8	22 10 7	5 0 11	91 14 2
13 Mortuary		170 4 0			170 4 0
	6,478 19 4	16,502 3 8	4,879 10 1	1,245 15 10	29,106 8 11
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	4,645 15 2	9,708 19 8	3,901 16 1	383 1 10	18,639 12 9
2 Compensation	15 1 11	52 14 0	39 7 9	19 17 2	127 0 10
3 Horse hire	178 6 4	915 16 0	80 10 10	14 10 10	1,189 4 0
4 Travelling expenses		1 16 0	4 16 0		6 12 0
5 Stationery and printing					
6 Fuel and stores	159 15 5	203 19 10	93 15 4	20 11 6	478 2 1
7 Sheet repairs	582 7 5	1,680 14 4	782 6 0	141 4 0	3,186 11 9
8 Greasing waggons	316 5 9	55 12 1	13 2 6	2 7 6	387 7 10
9 Clothing					
10 General charges	9 0 2	36 5 6	27 2 6	0 11 0	72 19 2
11 Steam cranes	5,220 16 9				5,220 16 9
	11,127 8 11	12,655 17 5	4,942 17 0	582 3 10	29,308 7 2
F. GENERAL CHARGES.					
1 Proportion of general establishment	811 1 9	1,046 18 11	487 6 2	87 19 2	2,433 6 0
2 Auditing	240 10 8	489 0 11	224 17 7	40 9 8	994 18 10
3 Advertising					
4 Stationery and printing					
5 Travelling expenses	11 13 0	18 14 8	8 14 0	0 3 4	39 5 0
6 Office expenses and contingencies	159 16 7	699 6 9	246 6 2	50 1 1	1,155 10 7
7 Repairs of store fittings	20 2 9	58 8 10	26 19 4	4 14 9	110 5 8
8 Store wages	463 5 0	1,095 15 4	510 0 8	92 1 2	2,161 2 2
9 Railway telegraphs	116 1 0	179 7 3	11 17 3	2 0 8	309 6 2
	1,822 10 9	3,587 12 8	1,516 1 2	277 9 10	7,203 14 5
Total	£ 48,941 3 10	82,237 10 2	38,050 0 9	7,133 7 7	176,362 2 4

No. 15.

STATEMENT of the Capital Expenditure on account of Rolling Stock from the year 1852, to 31st December, inclusive.

Year.	Carrriages, &c. P. N. Russell & Co.	Engines, &c. Mort, Vale & Lacy.	Engines.	Rolling Stock.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1852	95 5 6	95 5 6
1853	43 15 0	43 15 0
1854	50 0 0	4,321 9 9	4,371 9 9
1855	19,607 1 3	23,548 14 4	43,155 15 7
1856	8,376 2 9	12,444 7 5	20,820 10 2
1857	3,158 15 1	24,424 14 7	27,583 9 8
1858	7,357 6 0	6,817 15 9	14,175 1 9
1859	81 6 11	1,428 15 1	1,510 2 0
1860	340 7 3	3,687 1 6	4,027 8 9
1861	12,012 8 10	32,033 8 6	44,045 17 4
1862	165 14 0	27,320 3 2	27,485 17 2
1863	12,525 3 8	4,057 1 2	16,582 4 10
1864	8,152 5 3	5,336 18 2	13,489 3 5
1865	57,258 8 10	9,051 14 8	66,310 3 6
1866	6,499 0 5	5,728 16 3	12,227 16 8
1867	758 1 9	14,161 2 3	14,919 4 0
1868	22,360 17 10	22,360 17 10
1869	7,027 0 0	.....	1,875 10 4	3,642 9 8	12,545 0 0
1870	34,214 10 0	20,000 0 0	13,557 6 8	1,839 12 1	69,611 8 9
1871	31,218 8 3	29,026 13 2	222 10 7	13,236 12 9	73,704 4 9
	72,459 18 3	49,026 13 2	151,997 9 7	215,580 15 5	489,064 16 5

No. 16.

GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.
LIST of Machinery in Workshops, &c., 31st December, 1871.

1 20-horse power steam engine, with 2 boilers 20 ft. long and 5-ft. 6-in. diameter. For driving machinery at Sydney.	1 6-in. common cutting lathe.	2 small drilling machines.
1 5-ft. 6-in. Railway wheel lathe.	1 5-in. do.	1 plate bending machine.
1 4-ft. do. This was originally a tire-grinding machine, but was converted into a lathe.	1 12-ft. planing machine.	1 tire do.
1 3-ft. 6-in. do.	1 6-ft. do.	1 45-cwt. steam hammer, with 3 ton crane, boiler, &c., complete.
1 12-in. screw cutting lathe.	1 3-ft. do.	1 15-cwt. do. with 1 ton crane, &c., complete.
1 11-in. do.	1 double-headed shaping machine, 18-in. stroke.	1 hydraulic press.
1 9-in. do.	1 bolt and nut shaping machine.	1 vertical saw.
1 6-in. do.	1 slotting machine, 12-in. stroke.	2 circular saws.
1 9-in. common do.	1 small slotting machine, 7-in. stroke.	1 fan for smiths' fires.
	1 punching and shearing machine.	1 locomotive engine weighing machine.
	1 bolt screwing machine.	2 overhead cranes attached to wheelathes.
	1 radial drilling machine.	1 travelling crane.
	1 vertical do.	
	4 crab winches.	
	<i>Engines and Pumps for supplying water.</i>	
1 6-horse power engine and pair of 7-in. pumps at Sydney, with tubular boiler.	1 6-horse power engine and two pairs of 3½-in. pumps at Penrith. This engine was formerly used for pumping at Sydney.	
1 4-horse power (Garrett and Marshal's) pumping engine at Sydney.	1 4-horse power engine and pair of 4-in. pumps at Blackheath.	
1 4-horse do. do. at Liverpool.	1 4-horse power engine (portable). This is an old engine formerly in use at Liverpool. It requires a thorough repair.	
1 4-horse do. do. at Wingecarribee.	1 3½-in. hand pump at Duck River.	
1 4-horse do. do. at Blue Mountain.	1 pair of 4-in. hand pumps at Windsor.	
1 6-horse power engine and pair of 7-in. pumps at Menangle.	1 3-in. hand pump at Richmond.	
1 4-horse power engine and 7-in. double acting pump at Bargo.	1 3-in. hand pump at Blacktown.	
1 4-horse power engine and pair of 4-in. pumps at Barber's Creek.	1 pair of 3-in. hand pumps at Rydal.	
1 4-horse do. do. at Goulburn.		

GREAT NORTHERN RAILWAY.

LIST of Machinery and Pumping Engines on this Line, 31st December, 1871.

1 self-acting slide break and surfacing lathe, moveable bed 20 feet long; base plate 30 feet long.	1 self-acting double-headed shaping machine.	
1 self-acting screw cutting lathe, 12-in. centres, bed 15 ft. long.	1 bolt and nut screwing machine to screw from ½ in. to 2 in diameter.	
1 self-acting lathe, 6-in. centres, bed 6 ft. long.	1 punching and shearing machine, arranged so that both operations can go on at once, to punch ¾-in. holes in ½-in. plate.	
1 lathe, 10-in. centres, bed 12 ft. long—not self-acting.	1 small punching press, for punching small holes in sheet iron.	
1 foot lathe, 8-in. centres, bed 6 ft. long; turning patterns.	1 small machine for making bolts and nuts.	
1 self-acting planing machine, to plane work, 6 feet long and 3 ft. 6 ins. wide.	1 hydraulic press for drawing wheels off and on their axles.	
1 self-acting slotting machine, 12-in. stroke.	1 machine for weighing engines.	
1 self-acting vertical drilling machine to drill holes 2 inches diameter in centre of work 2 ft. 8 in. diameter.		
	<i>Engines and Pumps for supplying water.</i>	
1 stationary engine and boiler for driving this machinery, 10-horse power.	1 pumping engine and boiler, 4-horse power, at Camberwell.	
1 pumping engine and boiler, 3-horse power, at Honeysuckle Point.	1 do. do. at Murrurundi.	
1 pumping engine and boiler, 3-horse power, at West Maitland.	1 do. do. at Aberdeen.	
1 pumping engine and boiler, 3-horse power, at Thorsby's Creek.	1 hand pump, 3½ ins. diameter, 6½ ins. stroke, at Morpeth.	
	2 do. 4 ins. do. 5¼ do. at Singleton.	
	1 do. do. do. at Anvil Creek.	
	1 do. do. do. at Wingen.	

No. 17.

RETURN showing the Capital Expenditure on the Railways of New South Wales to 31st December, 1865, and subsequent Expenditure to 31st December, 1871.

	Total expended to 31 December, 1865.	Amount expended in 1866.	Amount expended in 1867.	Amount expended in 1868.	Amount expended in 1869.	Amount expended in 1870.	Amount expended in 1871.	Totals.	Less Credits per value of surplus materials returned to store, &c.	Total expenditure to 31 December, 1871.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Trunk Line.										
Darling Harbour Branch	38,370 7 6	5,457 2 0	25,298 2 0	96 6 7	124 18 8	.....	.....	69,346 16 9	.....	69,346 16 9
Sydney to Parramatta.....	599,558 1 4	9,104 15 5	7,069 11 9	15,544 0 9	31,911 10 8	26,998 10 8	1,011 7 1	691,197 17 8	.....	691,197 17 8
Tramway	4,657 1 1	2 6 3	218 19 9	.....	.....	.....	.....	4,878 7 1	.....	4,878 7 1
	642,585 9 11	14,564 3 8	32,586 13 6	15,640 7 4	32,036 9 4	26,998 10 8	1,011 7 1	765,423 1 6	.....	765,423 1 6
Great Southern Line.										
Parramatta to Liverpool.....	126,067 10 6	50 0 0	1 0 0	.....	.....	.....	.....	126,118 10 6	.....	126,118 10 6
Liverpool to Campbelltown ...	131,795 15 8	60 0 0	76 17 8	7 3 9	.....	.....	59 5 10	131,999 2 11	.....	131,999 2 11
Campbelltown to Menangle ...	80,395 10 2	163 13 8	.....	.....	.....	.....	.....	80,559 3 10	.....	80,559 3 10
Menangle to Picton	328,644 17 1	194 5 8	363 1 6	.....	.....	.....	.....	329,202 4 3	.....	329,202 4 3
Picton to Goulburn.....	358,579 18 5	201,457 8 9	194,412 8 3	164,001 6 3	81,565 2 2	18,526 10 6	2,533 8 3	1,021,076 2 7	.....	1,021,076 2 7
	1,025,483 11 10	201,925 8 1	194,853 7 5	164,008 10 0	81,565 2 2	18,526 10 6	2,592 14 1	1,688,955 4 1	.....	1,688,955 4 1
Great Western Line.										
Parramatta to Penrith	301,092 0 3	3,127 15 2	370 14 6	336 15 0	.....	3,057 18 3	437 9 1	308,422 12 3	.....	308,422 12 3
Blacktown to Richmond.....	77,179 13 9	4,462 2 7	835 1 8	412 8 1	127 10 11	.....	74 12 4	83,091 9 4	184 0 0	82,907 9 4
Penrith to Bathurst.....	367,569 19 6	192,075 15 7	263,647 12 9	235,152 14 7	212,464 4 6	235,958 17 8	145,503 0 1	1,652,372 4 8	.....	1,652,372 4 8
	745,841 13 6	199,665 13 4	264,853 8 11	235,901 17 8	212,591 15 5	239,016 15 11	146,015 1 6	2,043,886 6 3	184 0 0	2,043,702 6 3

No. 17—continued.

RETURN of Capital Expenditure.

	Total expended to 31 December, 1865.	Amount expended in 1866.	Amount expended in 1867.	Amount expended in 1868.	Amount expended in 1869.	Amount expended in 1870.	Amount expended in 1871.	Totals.	Less credits for value of surplus materials returned to store, &c.	Total expenditure to 31 December, 1871.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Great Northern Line.										
Newcastle to West Maitland ...	390,801 11 11	4,122 4 1	2,687 3 0	12,531 17 0	549 3 11	181 10 0	3,371 1 11	414,244 11 10	.....	414,244 11 10
West Maitland to Singleton ...	336,669 2 4	.....	.....	.....	.....	.....	.....	336,669 2 4	1,104 19 7	335,564 2 9
Morpeth Branch	27,754 12 1	42 10 6	1,018 13 5	11,152 12 7	10,443 18 9	4,071 11 10	60 11 3	54,544 10 5	403 4 11	54,141 5 6
Singleton to Murrurundi	143,472 13 5	59,309 12 10	33,976 3 11	98,121 9 1	93,951 4 6	145,503 7 3	118,203 16 5	692,538 7 5	.....	692,538 7 5
	898,697 19 9	63,474 7 5	37,682 0 4	121,805 18 8	104,944 7 2	149,756 9 1	121,635 9 7	1,497,996 12 0	1,508 4 6	1,496,488 7 6
Rolling Stock.										
South and West	177,968 0 3	5,758 11 8	12,467 4 7	19,630 8 11	8,679 7 0	64,332 5 6	54,101 13 11	342,937 11 10	.....	342,937 11 10
Richmond Branch	5,226 1 1	.....	.....	.....	.....	.....	.....	5,226 1 1	.....	5,226 1 1
North	98,789 10 10	6,469 5 0	2,451 19 5	2,730 8 11	3,865 13 0	5,279 3 3	19,602 10 10	139,188 11 3	.....	139,188 11 3
Tramway	1,712 12 3	.....	.....	.....	.....	.....	.....	1,712 12 3	.....	1,712 12 3
	283,696 4 5	12,227 16 8	14,919 4 0	22,360 17 10	12,545 0 0	69,611 8 9	73,704 4 9	489,064 16 5	.....	489,064 16 5
Machinery.										
South and West	15,053 1 9	.....	.....	.....	25 0 2	129 4 0	1,341 4 0	16,548 9 11	.....	16,548 9 11
North	4,637 15 7	.....	.....	.....	.....	50 11 9	7 15 4	4,696 2 8	.....	4,696 2 8
	19,690 17 4	.....	.....	.....	25 0 2	179 15 9	1,348 19 4	21,244 12 7	.....	21,244 12 7
Trial Surveys .....	.....	126 14 4	6,641 10 0	933 11 6	3,089 3 5	2,605 3 11	1,009 0 7	14,405 3 9	.....	14,405 3 9
Totals	3,615,995 16 9	491,984 3 6	551,536 4 2	560,651 3 0	446,796 17 8	506,694 14 7	347,316 16 11	6,520,975 16 7	1,692 4 6	6,519,283 12 1

RETURN of Permanent Way Material, &c., 1866.—Southern, Western, and Richmond.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Price per Ton.	Price per 1,000.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.
			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1866.																		
20 Feb.	Sir William Wallace	Warner & Co.	71 15 3 4	3 16 0	.....	.....	272 12 8	£	.....	.....	.....	82 15 8	7 4 0	32 18 5	395 10 9	5 10 2	.....	25/8/66
1 Mar.	Dundonald	Rhymney Co.	62 6 1 27	8 0 0	.....	498 11 10	.....	.....	.....	.....	.....	71 17 5	12 1 5	28 11 8	611 2 4	9 16 1	.....	27/8/66
9 "	Harvest Home	Wilson & Co.	35 3 2 10	7 15 0	.....	272 12 10	.....	.....	.....	.....	.....	40 11 3	6 12 0	16 3 0	335 19 1	9 11 0	.....	25/9/66
9 "	"	"	15 1 0 0	9 15 0	.....	.....	.....	146 16 6	.....	.....	.....	22 3 9	3 12 3	4 7 6	177 0 0	11 15 3	.....	"
10 April.	"	Ashby & Co.	20 1 2 10	3 19 6	.....	.....	79 15 4	.....	.....	.....	.....	23 3 1	2 2 7	9 4 0	114 5 0	5 9 8	.....	"
15 Mar.	Sir J. Lawrence	Netherton Co.	20 0 0 0	12 7 6	.....	.....	.....	.....	247 10 0	.....	.....	28 17 10	5 19 10	4 10 0	286 17 8	14 6 10	.....	20/9/66
10 "	"	Wilson & Co.	54 0 1 12	7 15 0	.....	418 12 9	.....	.....	.....	.....	.....	62 5 10	10 4 2	24 16 0	515 18 9	9 10 5	.....	"
29 "	Joshua	"	99 15 0 5	7 15 0	.....	773 1 7	.....	.....	.....	.....	.....	115 0 7	18 14 1	45 15 5	952 11 8	9 10 9	.....	25/8/66
2 Feb.	Ben Lomond	"	100 16 3 10	7 15 0	.....	781 10 6	.....	.....	.....	.....	.....	116 5 9	19 0 1	46 5 0	963 1 4	9 11 0	.....	25/9/66
4 June.	"	Ransome & Co.	53,500	.....	5 10 0	.....	.....	.....	.....	.....	345 1 6	113 15 9	13 13 0	8 7 0	480 17 3	.....	8 19 9	18/9/66
28 April.	"	Ashby & Co.	34 2 1 4	3 19 6	.....	.....	135 12 0	.....	.....	.....	.....	39 6 10	3 5 5	15 13 0	193 17 3	5 13 7	.....	"
8 Sept.	Annie Archbell	"	151 11 0 0	3 19 6	.....	.....	675 3 7	.....	.....	.....	.....	233 0 2	17 5 4	69 9 9	994 18 10	6 11 2	.....	4/10/66
20 April.	Beemah	Wilson & Co.	67 8 0 12	7 15 0	.....	522 7 10	.....	.....	.....	.....	.....	77 4 9	12 5 2	30 18 6	642 16 3	9 10 7	.....	30/8/66
28 "	"	"	33 18 0 20	9 15 0	.....	.....	.....	330 12 3	.....	.....	.....	49 18 10	11 5 4	9 17 9	401 14 2	11 16 9	.....	"
10 Aug.	Canaan	Ashby & Co.	125 4 1 24	3 19 6	.....	.....	497 15 4	.....	.....	.....	.....	190 14 7	13 11 1	57 8 2	759 9 2	6 1 2	.....	14/9/66
4 April.	Beemah	"	48 16 3 24	3 19 6	.....	.....	194 3 4	.....	.....	.....	.....	56 0 1	5 1 8	22 8 0	277 13 1	5 13 7	.....	30/8/66
5 "	Woolloomooloo	"	131 11 3 18	3 19 6	.....	.....	523 2 10	.....	.....	.....	.....	151 14 11	13 12 11	60 7 0	748 17 8	5 13 10	.....	8/9/66
30 "	Rifleman	Wilson & Co.	61 15 2 16	7 15 0	.....	478 16 2	.....	.....	.....	.....	.....	94 19 10	11 15 3	28 6 4	613 17 7	9 18 7	.....	18/10/66
30 "	"	"	14 3 0 4	9 15 0	.....	.....	.....	137 19 7	.....	.....	.....	26 9 2	3 12 4	4 2 4	172 3 5	12 3 0	.....	6/10/66
28 "	"	Ashby & Co.	45 9 2 9	3 19 6	.....	.....	180 15 10	.....	.....	.....	.....	69 18 5	4 19 0	20 17 9	276 11 0	6 1 7	.....	"
26 "	"	Netherton & Co.	27 5 0 0	12 7 6	.....	.....	.....	.....	337 4 5	.....	.....	50 4 6	8 4 4	6 2 6	401 15 9	14 10 10	.....	"
19 "	Harlow	Bolekow & Co.	150 0 0 0	7 13 0	.....	1,147 10 0	.....	.....	.....	.....	.....	230 12 6	28 11 7	68 15 0	1,475 9 1	9 16 9	.....	10/9/66
7 "	Annie Archbell	Ransome & Co.	53,500	.....	5 10 0	.....	.....	.....	.....	.....	294 5 0	102 16 5	64 9 7	8 7 0	469 18 0	.....	8 15 8	1/10/66
7 May.	Nineveh	Ashby & Co.	123 16 0 0	3 19 6	.....	.....	492 2 2	.....	.....	.....	.....	190 6 10	13 8 10	56 15 6	752 13 4	6 4 10	.....	10/10/66
19 "	"	Bolekow & Co.	44 3 3 20	7 13 0	.....	338 2 1	.....	.....	.....	.....	.....	67 19 1	8 8 11	20 8 6	434 17 7	9 16 10	.....	11/10/66
12 "	"	"	54 18 0 24	7 13 0	.....	420 1 4	.....	.....	.....	.....	.....	84 8 6	10 11 11	25 0 0	540 1 9	9 16 10	.....	"
18 "	Delawar	Rhymney & Co.	310 12 2 12	8 4 0	.....	2,547 3 5	.....	.....	.....	.....	.....	477 11 11	62 19 8	142 7 3	3,230 2 3	10 7 10	.....	27/11/66
14 "	Fleehro	"	4 5 0 6	8 4 0	.....	.....	.....	34 17 4	.....	.....	.....	8 1 5	0 17 6	1 14 8	45 10 11	10 13 2	.....	19/11/66
14 "	"	"	37 7 1 4	8 0 0	.....	298 18 3	.....	.....	.....	.....	.....	67 0 6	7 9 3	17 3 6	390 11 6	10 9 0	.....	27/10/66
7 "	Delawar	Ashby & Co.	72 16 2 0	3 19 6	.....	.....	289 9 7	.....	.....	.....	.....	111 19 5	7 19 2	33 8 0	442 16 2	6 1 7	.....	16/10/66
19 "	Earl Dalhousie	Bolekow & Co.	105 16 0 8	7 13 0	.....	809 7 11	.....	.....	.....	.....	.....	160 3 6	20 3 9	48 10 6	1,038 5 8	9 16 2	.....	31/10/66
8 June.	General Lee	Bolekow & Co.	103 2 2 0	7 13 0	.....	788 18 1	.....	.....	.....	.....	.....	158 11 0	19 13 3	47 5 6	1,014 7 11	9 16 7	.....	31/12/66
18 May.	Toftomb	Ashby & Co.	79 5 0 0	3 19 6	.....	.....	315 0 5	.....	.....	.....	.....	121 17 0	8 11 8	36 7 2	481 16 3	6 1 7	.....	23/10/66
29 "	"	Ransome & Co.	53,000	.....	5 10 0	.....	.....	.....	.....	.....	341 17 0	112 14 6	13 10 8	8 5 8	476 7 10	.....	8 19 9	11/10/66
11 "	Liberator	Bolekow & Co.	202 4 2 16	7 13 0	.....	1,547 1 6	.....	.....	.....	.....	.....	310 18 8	38 9 8	92 14 7	1,989 4 5	9 16 7	.....	21/10/66
6 April.	Ancilla	Anderstone Co.	119 9 1 4	3 18 9	.....	.....	470 7 9	.....	.....	.....	.....	214 5 10	18 11 8	54 15 9	758 1 0	6 6 10	.....	28/11/66
4 June.	Racehorse	Bolekow & Co.	240 5 1 12	7 13 0	.....	1,838 0 11	.....	.....	.....	.....	.....	307 16 10	44 18 3	110 2 8	2,300 18 8	9 11 5	.....	1/11/66
19 "	Strathdon	Ashby & Co.	133 5 3 0	3 19 6	.....	.....	529 16 4	.....	.....	.....	.....	204 18 7	14 9 3	61 2 2	810 6 4	6 1 7	.....	27/11/66
11 July.	Longwood	Rhymney Co.	293 0 1 4	8 0 0	.....	2,344 2 4	.....	.....	.....	.....	.....	488 2 6	58 11 9	134 6 6	3,025 3 1	10 6 2	.....	21/12/66
11 "	"	"	114 15 3 15	8 0 0	.....	.....	.....	118 7 1	.....	.....	.....	24 11 4	2 19 2	6 2 11	152 0 6	10 5 9	.....	"
12 Oct.	Strathnavar	Ashby & Co.	89 0 2 0	3 19 6	.....	.....	353 17 6	.....	.....	.....	.....	136 17 6	9 14 4	40 16 6	541 5 10	6 1 4	.....	19/11/66
13 July.	"	Bolekow & Co.	107 2 3 12	7 13 0	.....	819 12 10	.....	.....	.....	.....	.....	164 14 8	20 7 11	49 2 6	1,053 17 11	9 16 7	.....	20/11/66
21 Oct.	Empress	Ashby & Co.	113 16 0 0	3 19 6	.....	.....	452 7 4	.....	.....	.....	.....	174 19 4	12 7 2	52 3 5	691 17 3	6 1 5	.....	6/12/66
13 July.	"	Rhymney Co.	201 1 2 6	8 0 0	.....	1,608 12 5	.....	.....	.....	.....	.....	310 1 1	39 16 6	92 3 6	2,050 13 6	13 3 1	.....	"
13 "	"	"	7 3 2 6	8 0 0	.....	.....	.....	57 8 8	.....	.....	.....	12 11 2	1 9 0	3 1 0	74 9 10	10 7 7	.....	"
22 June.	Walter Hood	Bolekow & Co.	211 17 2 0	7 13 0	.....	1,620 16 10	.....	.....	.....	.....	.....	325 16 9	35 11 6	97 2 8	2,079 7 9	9 16 2	.....	21/12/66
22 "	La Hogue	"	97 0 1 7	7 13 0	.....	742 4 1	.....	.....	.....	.....	.....	149 3 4	14 18 5	44 9 6	950 15 4	9 15 7	.....	"
13 July.	Nourmahal	"	97 10 0 0	7 13 0	.....	745 17 6	.....	.....	.....	.....	.....	149 18 2	18 12 11	44 12 6	959 1 1	9 16 9	.....	31/12/66
12 "	Colonial Empire	"	305 17 0 21	7 13 0	.....	2,339 16 6	.....	.....	.....	.....	.....	470 5 2	58 4 10	140 4 6	3,008 11 0	9 16 7	.....	"
1 Sept.	Anonyma	Rhymney & Co.	194 12 2 12	8 0 0	.....	1,557 1 0	.....	.....	.....	.....	.....	323 8 8	38 17 7	89 4 11	2,008 12 2	10 6 5	.....	"
21 July.	"	"	5 1 1 12	8 0 0	.....	.....	.....	40 10 8	.....	.....	.....	9 3 8	1 5 4	2 2 6	53 2 2	9 7 2	.....	"
8 Aug.	James Lister	Bolekow & Co.	198 5 2 15	7 13 0	.....	1,516 17 1	.....	.....	.....	.....	.....	304 17 3	37 16 1	90 17 8	1,950 8 1	9 16 7	.....	"
12 July.	Nourmahal	Ransome & Co.	30,000	.....	5 10 0	.....	.....	.....	.....	.....	.....	63 16 2	7 13 7	4 15 0	269 14 9	.....	8 19 10	13/12/66
12 "	"	"	40,000	.....	5 10 0	.....	.....	.....	.....	.....	.....	85 1 6	10 4 2	6 5 0	359 10 8	.....	8 19 9	"
Total Imports for 1866			.....	.....	.....	42,387 11 1	10,608 1 5	1,305 19 4	1,052 11 11	1,181 12 3	2,302 8 6	12,356 8 1	1,602 3 5	3,898 16 10	76,795 12 10	.....	.....	.....

No. 18—continued.

RETURN of Miscellaneous Goods imported during the Year 1866.—Southern, Western, and Richmond.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage or No.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost each.	Cost per Ton.	Date of receipt.
				tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1865.														
19 Aug...	Duke of Sutherland	Laurie & Co.	Grease	3 0 3 17	26 0 0	.....	79 3 5	12 4 2	4 11 11	1 2 6	97 2 0	.....	31 17 6	8/2/66
11 Sept...	Ransey	"	"	2 1 2 23	26 0 0	.....	54 4 4	8 7 9	3 10 0	0 14 0	66 16 1	.....	32 1 0	26/2/66
24 Oct. ...	Young Lochinvar...	De la Rue & Co.	Tickets	450,000	.....	*0 1 2½	33 14 7	1 18 9	1 10 9	0 6 6	37 10 7	0 1 8*	.....	17/3/66
27 Sept...	"	Laurie & Co.	Grease	2 2 0 18	26 0 0	.....	54 16 2	8 14 0	3 6 4	0 14 0	67 10 6	.....	32 0 7	27/2/66
25 Oct. ...	Young Lochinvar ...	"	"	2 3 0 21	26 0 0	.....	56 2 11	9 1 6	3 6 9	0 14 0	69 5 2	.....	32 1 5	28/2/66
20 Nov...	"	Tuck & Co.	Patent packing	0 2 1 3	224 0 0	.....	26 11 0	0 17 4	1 3 9	0 1 8	28 13 9	.....	257 0 0	27/2/66
6 " ...	Pok-Wan	Brown & Co.	Spring steel	16 4 0 5	21 10 0	.....	367 11 0	26 12 0	18 8 0	7 13 10	420 4 10	.....	25 16 8	28/3/66
17 " ...	Willm. Melhuish ...	Dawson & Co.	20 engine fire-bars ...	.....	.....	15 8 5	308 4 7	9 15 10	{ 2 2 5 } { 11 19 0 }	3 5 9	335 7 7	16 15 4	.....	26/4/66
23 " ...	Indemnity	Laurie & Co.	Grease	2 0 0 21	26 0 0	.....	52 4 11	8 7 5	2 16 0	1 1 9	64 16 1	.....	32 4 0	14/5/66
24 " ...	Willm. Melhuish ...	Bascoe & Co.	Copper plates	7 9 0 18	100 10 0	.....	727 1 0	8 12 0	36 16 9	8 8 9	780 18 6	.....	104 14 2	14/3/66
22 Dec. ...	Golden Spur	Laurie & Co.	Grease	2 2 2 3	26 0 0	.....	55 5 8	8 14 3	3 1 11	0 14 3	67 16 1	.....	31 10 0	26/5/66
1866.														
22 Jan ...	Vernon	"	"	2 2 2 9	26 0 0	.....	55 7 1	8 17 11	3 2 7	0 15 0	68 2 7	.....	31 11 0	7/7/66
26 July ...	James Lister	Stevens & Son	10 distant-signals .....	.....	.....	22 2 6	293 15 0	41 2 4	14 3 6	3 9 6	352 10 4	35 5 0	.....	31/12/66
Total .....				.....	.....	.....	£ 2,164 1 8	153 5 3	109 19 8	29 1 6	2,456 8 1	.....	.....

* p. 1,000.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.
RETURN of Permanent Way Material Imported during the year 1867.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.	
			tons cwt qrs lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1866.																			
18 July...	Orwell	Warner & Co.	45 10 0 0	4 1 0			184 5 6					69 19 2	5 0 10	18 0 11	277 6 5	6 1 10		26/2/67	
12 "	"	Bolekow & Co.	63 0 0 16	7 13 0		482 0 0						96 17 6	12 1 4	24 19 9	615 18 7	9 13 7		"	
2 "	Annie Wilson	Ashby & Co.	200 19 0 0	3 19 6			808 14 4					312 16 1	22 1 11	80 11 4	1,224 3 8	6 0 0		3/2/67	
6 June...	Nourmahal	Nut and Bolt Co.	6 0 0 0	9 19 0								10 15 3	1 10 5	1 4 0	73 3 8	12 3 11		8/1/67	
6 "	"	"	6 5 0 0	12 17 6						80 9 5		12 0 5	1 19 1	1 5 0	95 13 11	15 4 7		"	
6 "	Parramatta	"	8 15 0 0	9 19 0						87 1 3		15 13 11	2 1 11	2 5 11	107 3 0	12 4 10		29/1/67	
6 "	"	"	4 15 0 0	12 17 6						61 3 2		9 8 4	1 12 6	1 4 11	73 8 11	15 9 2		"	
2 July...	"	Bolekow & Co.	149 4 2 24	7 13 0		1,141 12 9						229 9 0	28 9 3	59 1 6	1,458 12 6	9 15 9		25/2/67	
30 Aug...	"	Ashby & Co.	183 4 2 0	3 19 6			728 6 5					281 14 3	19 17 1	72 11 0	1,102 8 9	6 0 5		5/2/67	
18 July...	Claymore	Warner & Co.	68 2 2 25	4 1 0			275 19 0					96 0 7	9 18 3	22 15 0	404 12 10	5 10 2		8/1/67	
8 Aug...	Jason	Bolekow & Co.	102 7 2 18	7 13 0		783 4 7						157 8 4	19 12 2	40 10 10	1,000 15 11	9 15 5		25/2/67	
30 "	Bilderdyke	Ashby & Co.	177 19 0 0	3 19 6			662 8 9					273 12 0	17 1 10	70 8 6	1,023 11 1	5 15 0		20/3/67	
10 Sept...	"	"	20 9 3 14	3 19 6			75 6 3					31 10 3	1 19 1	8 2 8	116 18 3	6 0 7		"	
31 July...	Crest of the Wave	"	44 18 0 18	3 19 6			178 10 5					69 0 11	4 18 6	17 15 11	270 5 9	6 0 2		26/2/67	
5 Oct...	Australian	Rhymney & Co.	4 19 1 0	8 0 0				39 14 0				9 7 0	1 0 9	1 14 3	51 16 0	10 8 10		25/2/67	
31 Aug...	"	Bolt and Nut Co.	20 5 0 0	12 17 6					260 14 5			37 16 2	6 17 10	4 16 4	310 4 9	15 6 5		"	
5 Oct...	"	Rhymney & Co.	48 11 0 16	8 0 0		384 9 1						73 18 4	9 11 10	19 4 8	487 3 11	10 0 7		26/2/67	
5 "	"	"	5 16 1 16	8 0 0				46 11 2				10 15 3	1 17 2	1 3 4	60 6 11	10 7 7		25/2/67	
30 Aug...	Damascus	Bolt and Nut Co.	56 12 0 0	9 19 0						563 3 5		94 18 10	13 16 9	11 7 0	683 6 0	12 2 0		13/2/67	
13 "	"	"	29 5 1 14	9 5 0						270 14 9		51 6 11	6 15 2	9 13 7	338 10 5	11 11 2		26/2/67	
24 Sept...	Lord Raglan	Bolekow & Co.	128 13 1 21	7 13 0		984 6 9						197 16 8	24 10 11	50 18 8	1,257 13 0	9 15 5		28/2/67	
13 "	Prince George	M'Lellan	20 9 3 21	9 0 0						184 9 4		44 2 6	4 15 6	6 6 8	239 14 0	11 14 0		20/3/67	
28 Aug...	"	Rhymney & Co.	300 12 0 8	8 0 0		2,404 16 7						500 13 9	69 4 3	119 0 0	3,093 15 3	10 5 10		"	
28 "	Christiana Thompson	Ashby & Co.	47 3 3 8	4 1 0			191 2 6					72 11 2	5 5 5	18 13 9	287 12 10	6 1 10		25/4/67	
27 Oct...	Yang Peze	Warner & Co.	100 0 0 0	4 1 0			405 0 0					153 15 0	11 1 7	33 7 0	603 3 7	6 1 0		19/2/67	
6 Nov...	Flying Spur	"	102 16 0 20	4 1 0			416 7 6					158 1 5	11 7 1	34 6 0	620 2 0	6 1 0		9/3/67	
5 "	Sobraon	Rhymney & Co.	80 17 1 20	8 0 0		646 19 5						124 6 9	16 3 1	32 1 0	819 10 3	10 2 7		20/3/67	
5 "	"	"	15 15 2 14	8 0 0				126 5 0				30 0 9	3 2 9	5 9 9	164 18 3	10 8 10		"	
6 Oct...	"	Warner & Co.	50 0 0 0	4 1 0			202 10 0					76 17 6	5 11 10	16 14 0	301 13 4	6 0 8		19/3/67	
29 "	"	M'Lellan	13 11 3 24	9 5 0						125 15 8		25 16 8	3 3 7	4 13 11	159 9 10	11 14 7		10/4/67	
27 "	Ada	Warner & Co.	30 0 0 0	4 1 0			121 10 0					46 2 6	3 6 11	10 0 0	180 19 5	6 0 8		19/3/67	
25 "	"	Bolekow & Co.	101 3 2 18	7 13 0		774 1 0						155 11 5	19 5 11	40 1 3	988 19 7	9 15 5		20/3/67	
21 Nov...	Sulina	Rhymney & Co.	52 16 3 26	8 0 0		222 15 10						234 19 9	30 7 2	60 10 0	1,548 12 9	10 2 8		31/5/67	
5 "	Western Chief	Bolekow & Co.	144 14 0 22	7 13 0		1,107 0 8						222 9 11	27 10 7	57 5 11	1,414 7 1	9 15 9		4/5/67	
20 Dec...	Sulina	M'Lellan	45 7 1 14	9 0 0			155 6 6			408 6 5		85 15 6	10 5 3	14 1 7	518 8 9	11 8 5		31/5/67	
13 Nov...	Johaues Lodewijk	Bolekow & Co.	100 1 0 9	7 5 6		727 12 5						153 15 6	18 5 0	39 12 0	939 4 11	9 7 9		30/7/67	
14 Dec...	"	Warner & Co.	100 8 3 16	3 14 6			374 3 0					154 8 8	10 6 11	39 15 6	578 14 1	5 15 0		26/7/67	
27 Nov...	Sovereign of India	Ransome & Co.	50,000		5 14 9							106 6 11	13 6 1	5 0 0	447 3 0		8 18 10		5/4/67
5 Dec...	"	Nut and Bolt Co.	3 0 0 0	12 17 6						38 12 6		5 15 5	0 19 5	0 15 9	46 3 1	15 7 8		10/4/67	
7 "	"	"	29 0 0 0	9 19 0								55 15 3	7 4 0	7 12 3	359 2 6			"	
12 Nov...	"	Bolekow & Co.	66 19 3 23	7 13 0		512 10 6						103 0 2	12 15 11	26 10 9	654 17 4	9 15 5		2/5/67	
3 "	Maid of Judah	"	99 10 3 11	7 13 0		761 10 0						153 0 11	19 1 4	39 8 5	973 0 8	9 15 10		"	
21 "	Lochiel	"	152 19 2 11	7 13 0		1,170 5 11						235 4 4	29 3 6	60 11 3	1,495 5 0	9 15 5		31/5/67	
21 April	Dunbar Castle	Warner & Co.	66 0 0 5	4 1 0			267 2					101 9 6	7 6 2	22 1 0	398 2 10	6 0 8		20/5/67	
27 Nov...	"	Ransome & Co.	19,000		5 14 9							40 8 3	5 1 8	1 18 0	169 18 11		8 18 10		"
26 "	"	Bolekow & Co.	103 18 2 8	7 13 0		795 0 11						159 15 10	19 16 7	41 3 0	1,015 16 4	9 16 5		31/5/67	
3 Dec...	Queen of Nations	Warner & Co.	77 9 2 13	4 1 0			313 15 10					119 2 8	8 10 4	30 13 10	472 2 8	6 1 10		4/5/67	
17 Nov...	"	Bolekow & Co.	46 19 1 4	7 13 0		359 5 7						72 4 2	8 19 6	18 12 9	459 2 0	9 15 5		"	
16 Oct...	Zellandia	Warner & Co.	140 0 0 0	3 14 6			521 10 0					215 5 0	14 8 7	45 14 0	797 17 7	5 14 0		11/7/67	
26 Nov...	Fuschia Yama	Bolekow & Co.	97 15 1 12	7 13 0		747 18 5						150 6 4	18 15 5	38 14 2	955 14 4	9 15 5		31/5/67	
21 Dec...	Winona	Warner & Co.	80 15 3 25	4 1 0			327 4 8					124 4 6	9 0 5	32 0 0	492 9 7	6 1 5		30/7/67	
17 "	"	Bolekow & Co.	198 7 1 17	7 13 0		1,517 10 8						394 19 10	37 16 4	78 10 9	1,938 17 7	9 15 5		"	
22 Nov...	Light Brigade	"	292 9 0 12	7 13 0		2,237 5 9						449 13 0	55 12 3	115 15 8	2,858 6 8	9 15 6		"	
1867.																			
2 Jan...	Woolloomooloo	"	99 8 0 7	7 13 0		760 8 8						152 16 8	18 19 0	39 7 1	971 11 5	9 15 10		"	
1866.																			
7 Dec...	Winona	Nut and Bolt Co.	6 0 0 0	9 19 0						59 14 0		11 10 11	1 10 0	1 11 10	74 6 9	12 7 9		"	

No. 18—continued.

RETURN of Permanent Way Materials, &c., 1867.—Southern, Western, and Richmond.

Date of invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.	
1867.			tons cwt qrs lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
12 Jan...	Rancagua	Rhymney & Co.	6 14 3 25	8 0 0	.....	53 19 9	.....	.....	.....	.....	.....	11 4 10	1 7 0	2 13 6	69 5 1	10 5 3	.....	30/7/67
12 "	"	"	1 3 1 7	8 0 0	.....	.....	.....	9 6 6	.....	.....	.....	2 1 4	0 4 10	0 8 8	12 1 4	10 7 1	.....	"
26 "	Dartmouth	Bolekow & Co.	83 10 0 10	7 13 0	.....	638 16 1	.....	.....	.....	.....	.....	128 7 10	16 0 2	33 1 5	816 5 6	9 15 7	.....	18/7/67
26 "	"	"	20 1 3 4	8 10 0	.....	.....	.....	170 15 2	.....	.....	.....	37 13 0	4 4 8	3 5 0	215 17 10	10 16 6	.....	30/7/67
28 "	Sir John Lawrence	"	101 0 0 23	7 13 0	.....	772 14 7	.....	.....	.....	.....	.....	155 6 1	19 5 8	40 0 3	987 6 7	9 14 10	.....	26/8/67
26 "	"	"	94 14 1 19	7 13 0	.....	724 12 5	.....	.....	.....	.....	.....	145 12 8	18 1 2	37 10 5	925 16 8	9 15 6	.....	6/8/67
15 Feb...	Dartmouth	"	49 7 2 0	8 10 0	.....	.....	.....	419 13 9	.....	.....	.....	93 1 1	10 11 9	13 0 11	536 7 6	10 17 2	.....	18/7/67
16 "	Empress of India	"	101 4 1 21	7 19 0	.....	804 14 3	.....	.....	.....	.....	.....	140 1 4	19 16 4	40 1 6	1,004 13 5	9 18 6	.....	23/8/67
8 April	"	M'Lellan & Co.	58 6 3 6	9 0 0	.....	.....	.....	.....	.....	557 1 3	.....	121 0 3	13 18 5	19 14 0	711 13 11	12 10 0	.....	22/8/67
20 March	Liberator	Bolekow & Co.	36 4 2 6	7 13 0	.....	277 2 10	.....	.....	.....	.....	.....	55 14 0	6 19 7	14 7 0	354 3 5	9 10 9	.....	31/8/67
4 "	Birkly	"	49 15 0 10	7 19 0	.....	395 11 0	.....	.....	.....	.....	.....	68 16 11	9 16 3	19 14 3	493 18 5	9 18 6	.....	30/7/67
8 April	Strathnavar	"	200 17 3 0	7 13 0	.....	1,536 15 10	.....	.....	.....	.....	.....	308 17 4	42 16 6	79 11 2	1,968 0 10	9 14 1	.....	29/10/67
8 March	Bruckly Castle	"	60 6 3 6	7 13 0	.....	461 12 1	.....	.....	.....	.....	.....	92 15 5	11 11 7	23 18 4	589 17 5	9 15 9	.....	7/9/67
18 "	"	"	42 12 3 0	8 10 0	.....	.....	.....	362 8 4	.....	.....	.....	79 13 4	9 2 6	11 3 2	462 7 4	10 17 1	.....	28/8/67
16 Feb...	Ben Lomond	"	24 13 3 0	8 10 0	.....	.....	.....	46 10 11	.....	.....	.....	46 10 7	5 6 11	6 10 10	268 5 3	10 17 4	.....	30/7/67
16 "	Nineveh	"	50 2 0 27	7 13 0	.....	393 7 1	.....	.....	.....	.....	.....	77 0 11	9 12 9	19 17 6	489 18 3	9 15 6	.....	16/8/67
4 May...	Cape Clear	Darlington Co.	150 2 2 20	6 12 6	.....	994 12 6	.....	.....	.....	.....	.....	231 4 1	24 13 5	59 14 8	1,310 4 8	8 14 7	.....	31/10/67
4 "	"	"	7 4 2 16	7 2 6	.....	.....	.....	5 10 6	.....	.....	.....	10 15 0	1 5 2	1 13 1	65 3 9	9 0 4	.....	"
1 Feb...	Rifleman	Bolekow & Co.	51 10 1 0	7 13 0	.....	394 1 5	.....	.....	.....	.....	.....	79 4 1	10 0 2	20 8 5	593 14 1	9 0 0	.....	8/8/67
— "	"	"	24 13 3 0	8 10 0	.....	.....	.....	209 16 10	.....	.....	.....	46 10 6	4 17 6	6 9 8	267 14 6	10 16 11	.....	31/8/67
20 March	"	"	40 2 1 3	8 10 0	.....	340 19 4	.....	.....	.....	.....	.....	74 10 2	8 12 7	10 10 4	434 12 5	10 17 4	.....	"
3 April	Strathdon	"	200 9 1 2	7 13 0	.....	1,533 11 0	.....	.....	.....	.....	.....	308 4 3	38 3 9	79 7 8	1,959 6 8	9 15 6	.....	3/9/67
15 "	Dundonald	"	118 8 1 18	7 13 0	.....	905 18 3	.....	.....	.....	.....	.....	182 1 5	22 2 11	46 18 0	1,157 0 7	9 19 7	.....	23/9/67
14 May...	"	Nut and Bolt Co.	10 10 0 0	12 7 6	.....	.....	.....	.....	129 18 9	.....	.....	19 12 0	3 3 6	2 15 2	155 9 5	14 16 0	.....	18/9/67
1 April	Cingala	Bolekow & Co.	120 11 3 9	7 13 0	.....	922 10 6	.....	.....	.....	.....	.....	185 15 0	22 12 6	47 14 8	1,178 12 8	9 16 11	.....	10/9/67
1 "	"	"	22 11 0 0	8 10 0	.....	.....	.....	191 15 8	.....	.....	.....	40 7 2	4 15 10	5 18 2	242 16 10	10 15 3	.....	28/8/67
1 "	"	"	18 14 2 19	8 10 0	.....	.....	.....	36 8 8	.....	.....	.....	36 8 8	3 13 11	4 18 5	204 5 8	10 18 1	.....	"
2 May...	Sarah Grace	Darlington Co.	199 13 0 9	6 10 0	.....	1,297 15 0	.....	.....	.....	.....	.....	306 19 4	32 4 6	79 1 8	1,716 0 6	8 11 10	.....	22/11/67
27 April	Strathnavar	"	47 17 2 10	6 10 0	.....	311 4 4	.....	.....	.....	.....	.....	73 8 8	7 15 1	18 19 10	411 7 11	8 12 6	.....	29/10/67
27 "	"	"	4 4 1 14	7 0 0	.....	.....	.....	29 10 8	.....	.....	.....	8 1 6	0 14 8	0 19 4	39 6 2	9 8 9	.....	19/9/67
23 May...	Martha Birnie	"	137 1 0 20	6 10 0	.....	890 17 8	.....	.....	.....	.....	.....	210 14 7	22 2 2	54 5 3	1,177 19 8	8 12 0	.....	28/9/67
25 "	Alexander Duthie	Nut and Bolt Co.	1 0 0 0	9 0 0	.....	.....	.....	.....	9 9 0	.....	.....	1 18 6	0 12 5	0 5 3	12 5 2	12 5 2	.....	30/9/67
4 "	"	"	155 10 1 27	6 10 0	.....	1,010 18 2	.....	.....	.....	.....	.....	239 2 5	25 14 6	61 11 5	1,337 6 6	8 12 0	.....	"
4 "	Agnes Rose	"	100 8 3 20	6 10 0	.....	652 18 0	.....	.....	.....	.....	.....	154 8 9	16 5 3	39 15 7	863 7 7	8 12 0	.....	5/11/67
28 "	Dundonald	Nut and Bolt Co.	40 0 0 0	9 0 0	.....	.....	.....	.....	378 0 0	.....	.....	78 18 3	9 4 2	11 2 0	477 4 5	11 18 5	.....	18/9/67
8 "	Agnes Rose	Warner & Co.	69 17 2 27	3 11 0	.....	248 2 0	.....	.....	.....	.....	.....	107 9 0	6 16 1	27 13 4	390 0 5	5 11 8	.....	1/11/67
8 "	General Lee	Darlington Co.	159 1 1 25	6 10 0	.....	1,033 19 6	.....	.....	.....	.....	.....	244 12 9	25 11 5	62 19 11	1,367 3 7	8 12 0	.....	22/11/67
8 "	Alexander Duthie	"	19 17 3 2	7 0 0	.....	.....	.....	139 4 4	.....	.....	.....	13 16 9	3 9 3	4 10 10	184 8 5	9 5 6	.....	24/9/67
4 "	"	Warner & Co.	18 10 0 0	3 16 0	.....	70 6 0	.....	.....	.....	.....	.....	37 4 0	1 18 1	7 7 2	108 0 2	5 16 9	.....	30/9/67
6 "	"	Bolt and Nut Co.	60 2 0 0	9 0 0	.....	.....	.....	.....	.....	.....	.....	28 8 11	13 17 11	14 5 6	713 2 0	11 18 5	.....	"
6 "	"	"	10 0 0 0	12 7 6	.....	.....	.....	.....	123 15 0	.....	.....	116 19 9	3 0 7	5 15 2	152 5 5	15 4 6	.....	"
6 "	Compadre	Darlington Co.	149 19 0 27	6 12 6	.....	986 17 7	.....	.....	.....	.....	.....	19 14 8	24 8 9	59 0 3	1,303 19 9	8 15 9	.....	31/10/67
30 April	"	"	6 12 2 10	7 2 6	.....	.....	.....	47 4 8	.....	.....	.....	233 13 2	1 3 2	2 2 8	56 1 9	8 9 1	.....	"
30 "	Caldbeck	Ransome & Co.	29,000	5 14 9	187 1 0	5 11 3	7 2 0	4 15 6	252 17 11	8 14 9	8/11/67
8 May...	General Lee	Darlington Co.	9 0 3 6	7 0 0	.....	.....	.....	63 5 7	.....	.....	.....	53 19 5	1 12 5	2 1 3	80 16 0	8 18 8	.....	22/11/67
28 "	Caldbeck	"	53 5 0 20	6 10 0	.....	346 3 8	.....	.....	.....	.....	.....	81 17 5	8 12 9	21 2 7	457 16 5	8 11 1	.....	3/12/67
28 "	"	"	7 16 2 22	7 0 0	.....	.....	.....	54 16 10	.....	.....	.....	14 12 5	1 7 8	1 16 0	72 12 11	9 5 4	.....	"
28 "	"	Ransome & Co.	35,000	5 14 9	65 2 9	8 11 2	5 15 0	305 3 11	8 8 8	2/11/67
14 "	Vicksburg	Warner & Co.	228 17 3 0	3 11 0	.....	.....	812 11 0	.....	.....	.....	.....	351 18 4	22 3 7	89 16 2	1,276 9 1	5 11 6	.....	30/12/67
23 June...	Walter Hood	"	45 14 1 0	3 11 0	.....	.....	162 5 7	.....	.....	.....	.....	58 11 5	4 6 8	18 2 2	243 5 10	5 5 11	.....	25/10/67
22 "	Colonial Empire	"	134 4 1 14	3 11 0	.....	.....	476 9 7	.....	.....	.....	.....	171 18 2	12 12 3	53 2 10	714 2 10	5 6 5	.....	30/12/67
19 "	Jason	"	69 14 1 7	3 11 0	.....	.....	247 9 11	.....	.....	.....	.....	89 6 6	6 10 8	27 12 2	370 19 3	5 6 5	.....	6/12/67
6 Aug...	Agnes Rose	Bolt and Nut Co.	25 5 0 0	9 9 0	.....	.....	.....	.....	.....	.....	.....	39 10 9	4 13 7	5 8 6	241 0 1	11 18 1	.....	9/11/67
6 "	"	"	0 5 0 0	12 7 6	.....	.....	.....	.....	3 1 11	.....	.....	0 9 0	0 1 8	0 1 3	3 13 10	14 15 4	.....	2/11/67
Total Imports of Permanent Way for 1867 ...						£ 37,192 8 4	8,071 4 5	2,331 0 7	697 15 2	3,751 6 2	85 17 0	12,529 11 3	1,364 19 10	2,990 3 2	69,784 5 11

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.
RETURN of Miscellaneous Articles imported during the year 1867.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.		Total Value.	Freight and Primage.		English Charges.		Colonial Charges.		Total Cost.		Cost per Ton.		Date of receipt.	
					£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		£
1866.				tons cwt. qrs. lb.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
19 July	Crest of the Wave	Dawson & Co.	254 fire-bars			6 14 1	1,941 1 2	100 3 5	74 19 5	18 19 8	2,135 3 8		8 8 1					26/2/67	
22 Aug.	"	Rose & Co.	grease	1 18 1 11	30 0 0		59 7 2	7 8 4	3 12 3	0 16 6	71 4 3		37 2 9					15/2/67	
26 July	James Lister	British Rubber Co.	700 I. R. buffers			14 10 0	520 8 4	7 7 6	20 16 4	0 9 6	549 1 8		0 15 8					14/2/67	
1 Oct.	Lord Raglan	Rose & Co.	grease	1 17 2 22	28 0 0		54 17 6	7 13 10	3 10 10	0 16 6	66 18 8	34 11 6						29/1/67	
14 Aug.	Parramatta	Stevens & Co.	40 distant signals			16 7 6	655 0 0	98 13 10	33 17 9	13 12 6	801 4 1		20 0 7					14/2/67	
14 "	Crest of the Wave	"	20 "			16 18 9	338 15 0	53 11 4	17 13 9	7 14 7	417 14 8		20 17 6					"	
16 "	"	Cannell & Co.	spring steel	18 10 0 21	23 0 0		425 14 4	27 10 0	14 19 5	7 7 2	475 10 11	25 13 10						12/2/67	
14 "	Sobraon	Stevens & Co.	40 distant signals				655 0 0	196 17 1	36 3 1	17 10 0	905 10 2		45 5 6					19/2/67	
2 Oct.	William Duthie	Knight & Co.	40 doz. lamp glasses				24 10 0	0 5 7	1 5 4	0 2 3	26 3 2		0 1 1					"	
22 "	"	Peto & Co.	200 boiler tubes				195 0 0	6 7 1	11 13 9	0 6 6	213 7 4		1 1 8					9/3/67	
30 "	Flying Spur	Rose & Co.	grease	1 18 0 21	28 0 0		55 10 9	7 17 10	3 10 2	0 16 6	67 15 3		35 8 0					25/2/67	
27 Nov.	Salina	Manning	1 set wheels and axles				169 0 0	5 18 3	8 13 11	0 17 0	184 9 2		184 9 2					31/5/67	
17 Dec.	Lochiel	Rose & Co.	grease	1 18 0 12	28 0 0		55 8 6	7 13 1	3 9 0	0 18 4	67 8 11		35 7 11					2/5/67	
10 "	Dunbar Castle	Stevenson & Co.	24 engine-wheels																
10 "	"	"	477 boiler tubes																
10 "	"	"	4 cylinders																
10 "	"	"	54 engine-tires				4,799 16 0	182 9 2	359 16 2	14 14 3	5,356 15 7							24/5/67	
10 "	"	"	12 " axles																
10 "	"	"	22 " springs																
26 "	Winona	Peacock & Co.	18 " wheels			101 17 9	1,675 0 0												
26 "	"	"	3 cylinders			117 13 4	295 0 0	87 3 7	101 0 9	16 15 5	2,364 19 9							30/7/67	
26 "	"	"	36 springs			8 11 2	190 0 0												
1867.																			
26 Jan.	"	Rose & Co.	grease	1 19 1 26	28 0 0		55 16 9	7 13 1	3 9 3	0 17 9	67 16 10	34 6 10						9/7/67	
9 Feb.	Dartmouth	De La Rue & Co.	1,400,000 tickets				78 2 0	4 7 11	3 15 7	0 12 6	86 18 0		*0 1 3					9/7/67	
19 "	"	Rose & Co.	grease	1 18 3 19	28 0 0		54 19 5	7 13 1	3 7 8	0 18 5	66 18 7	34 7 10						1/7/67	
22 Mar.	Liberator	"	"	1 19 2 13	28 0 0		56 0 3	7 13 1	3 8 2	0 17 9	67 19 3	34 5 11						13/8/67	
15 Apl.	Zingalla	"	"	1 18 3 5	28 0 0		54 18 6	7 13 1	3 7 7	0 17 9	66 16 11	34 8 9						24/8/67	
17 May	Martha Burnie	W. A. Rose & Co.	"	1 18 0 11	28 0 0		54 0 0	7 13 1	3 4 8	0 17 9	65 15 6	34 8 8						18/9/67	
28 "	Agnes Rose	Brown & Co.	300 waggon springs			0 18 0	270 0 5	18 2 3	12 19 4	4 0 8	305 2 8		1 0 4					12/11/67	
21 "	Martha Burnie	"	400 "			0 17 10	359 18 10	24 2 8	17 2 6	5 6 11	406 10 11		1 0 4					20/9/67	
8 June	Caldbeck	Rose & Co.	grease	1 19 1 18	28 0 0		55 14 10	7 13 1	3 9 10	0 18 8	67 16 5	34 8 4						8/11/67	
8 "	"	Tuck & Co.	Patent packing	0 14 0 0	140 0 0		98 0 0												
8 "	"	"	India-rubber sheet	0 4 0 5	240 0 0		48 10 10												
8 "	"	"	200 ft. hose-pipe 3 in.			0 3 9	37 10 0	15 15 10	9 7 10	0 9 9	232 4 3							2/11/67	
8 "	"	"	200 " 2½ in.			0 2 3	22 10 0												
18 July	James Lister	De La Rue & Co.	300,000 tickets			0 1 4	19 6 6	0 18 6	0 19 1	0 4 6	21 8 7		*0 1 5½					9/12/67	
29 June	Caldbeck	Knight & Co.	36 carriage-lamps			1 5 0	45 0 0												
29 "	"	"	36 glasses for do.			0 7 6	13 10 0	5 19 6	6 1 1	0 9 1	130 19 8							30/10/67	
29 "	"	"	60 roof-lamps			1 0 0	60 0 0												
25 July	James Lister	Rose & Co.	grease	1 17 2 0	28 0 0		53 4 0	7 13 1	3 2 2	0 18 8	64 17 11	34 12 11						9/12/67	
19 "	"	British Rubber Co.	500 buffers			0 16 6	412 10 0	5 4 7	17 6 11	0 12 9	435 14 3		0 17 5					"	
Total Amount Miscellaneous Imports during 1867							13,959 1 1	925 2 9	786 3 7	119 19 7	15,790 7 0								

* p. 1,000.

No. 18—continued.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.

RETURN of Permanent Way Material imported during the year 1868.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fishplates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.	
			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
1867.																			
— Oct. ...	Canaan	Ransomes & Co.	24,000	.....	6 9 0	.....	.....	.....	.....	.....	154 16 0	44 13 4	5 18 4	1 11 3	206 18 11	.....	8 12 6	25/2/68	
7 Sept. ...	Landsborough	"	40,000	.....	6 9 0	.....	.....	.....	.....	.....	258 0 0	74 8 10	9 16 11	2 11 11	344 17 8	.....	8 12 5	3/3/68	
20 Oct. ...	Flying Spur	Darlington & Co.	91 5 2 6	6 10 0	.....	593 6 1	.....	.....	.....	.....	116 19 0	14 9 8	5 14 1	730 8 10	7 17 10	.....	.....	19/3/68	
9 Dec. ...	Yang Tsze	Bolckow & Co.	50 8 2 23	6 11 0	.....	330 7 0	.....	.....	.....	.....	9 15 3	1 0 4	0 7 11	53 7 3	8 14 0	.....	.....	5/3/68	
14 Nov. ...	Hippolyta	Darlington & Co.	100 14 2 13	6 12 6	.....	667 6 10	.....	.....	.....	.....	64 12 5	8 1 5	3 3 1	406 3 11	8 0 3	.....	.....	9/5/68	
25 Oct. ...	Dunbar Castle	"	93 12 2 5	6 10 0	.....	608 11 7	.....	.....	.....	.....	129 1 3	16 3 10	6 6 0	818 17 11	8 2 7	.....	.....	8/4/68	
28 Nov. ...	"	Bolckow & Co.	58 3 3 10	6 11 0	.....	381 3 1	.....	.....	.....	.....	119 19 2	14 16 1	5 17 0	749 3 10	8 0 0	.....	.....	14/4/68	
27 " ...	Golden Sea	Darlington & Co.	125 9 1 2	6 10 0	.....	815 10 3	.....	.....	.....	.....	74 11 3	9 5 9	3 12 9	468 12 10	8 1 0	.....	.....	"
27 " ...	"	"	9 6 3 9	7 0 0	.....	.....	.....	65 7 10	.....	.....	160 15 0	19 19 10	7 16 11	1,004 2 0	8 0 0	.....	.....	26/6/68	
17 Dec. ...	"	Bolckow & Co.	55 3 2 8	6 11 0	.....	361 8 5	.....	.....	.....	.....	15 7 6	1 11 7	0 11 7	82 18 6	8 16 2	.....	.....	20/6/68	
28 Nov. ...	Adelaide Baker	"	139 15 3 13	6 11 0	.....	915 12 11	.....	.....	.....	.....	70 14 0	8 16 1	3 9 0	444 7 6	8 2 4	.....	.....	26/6/68	
10 Dec. ...	Ben Lomond	"	150 3 3 18	6 11 0	.....	983 15 7	.....	.....	.....	.....	179 2 3	22 5 2	8 14 7	1,125 14 11	8 0 5	.....	.....	23/7/68	
10 " ...	"	"	40 1 2 7	7 5 6	.....	.....	.....	291 11 4	.....	.....	192 8 9	23 18 4	9 7 9	1,209 10 5	8 1 0	.....	.....	4/6/68	
16 Dec. ...	Rimac	Darlington & Co.	117 16 1 13	6 12 6	.....	780 10 11	.....	.....	.....	.....	63 0 9	7 3 4	2 11 3	364 6 8	9 1 10	.....	.....	18/6/68	
9 Oct. ...	Van Der Boon Mesch.	Warner & Co.	76 9 0 5	3 4 4	.....	.....	245 18 4	.....	.....	.....	150 19 1	19 0 1	7 7 6	957 17 7	8 3 2	.....	.....	3/7/68	
11 Dec. ...	Northampton	Ashby & Co.	146 11 1 0	3 6 3	.....	.....	485 9 9	.....	.....	.....	117 10 11	27 18 2	4 15 7	396 3 0	5 2 6	.....	.....	13/8/68	
1868.	" .....	" .....	.....	.....	.....	.....	.....	.....	.....	.....	187 15 8	12 19 4	9 3 2	695 7 11	4 14 11	.....	.....	18/5/68	
3 Jan. ...	"	Bolckow & Co.	199 19 1 9	6 11 0	.....	1,309 15 8	.....	.....	.....	.....	.....	256 4 2	36 13 9	12 10 0	1,615 3 7	8 1 7	.....	.....	11/6/68
1867.	W. W. Smith	"	60 10 2 24	6 16 0	.....	411 12 10	.....	.....	.....	.....	.....	62 1 0	9 16 1	3 15 8	487 5 7	8 1 0	.....	.....	10/7/68
1868.	Northampton	"	48 11 2 4	6 11 0	.....	318 3 6	.....	.....	.....	.....	.....	62 4 10	7 15 9	3 0 8	391 4 9	8 1 0	.....	.....	19/5/68
" ...	Sovereign of India ...	"	101 15 3 21	6 11 0	.....	666 15 5	.....	.....	.....	.....	.....	130 8 7	16 4 9	6 7 2	819 15 11	8 1 0	.....	.....	15/6/68
1867.	Nineveh	Ashby & Co.	51 7 2 26	3 6 3	.....	.....	170 4 2	.....	.....	.....	.....	59 5 1	4 9 5	3 4 3	237 2 11	4 12 3	.....	.....	21/7/68
1868.	"	Bolckow & Co.	100 2 2 7	6 11 0	.....	655 16 9	.....	.....	.....	.....	.....	115 9 3	15 16 2	6 5 2	793 7 4	7 18 5	.....	.....	11/6/68
17 Jan. ...	Sir John Lawrence	"	49 18 3 15	6 11 0	.....	327 2 8	.....	.....	.....	.....	.....	63 19 10	7 19 8	3 2 6	402 4 8	8 1 0	.....	.....	13/5/68
14 " ...	Atma	"	101 7 2 7	6 11 0	.....	664 0 6	.....	.....	.....	.....	.....	129 17 10	16 3 2	6 6 9	816 8 3	8 1 0	.....	.....	22/6/68
30 " ...	Haamstede	Ransomes & Co.	27,500	.....	6 3 0	.....	.....	.....	.....	.....	.....	51 3 7	6 8 10	1 15 8	228 10 7	8 15 0	.....	.....	20/6/68
25 " ...	"	Bolckow & Co.	101 13 2 11	6 3 6	.....	627 17 6	.....	.....	.....	.....	.....	151 2 5	19 6 8	6 7 2	804 13 9	7 18 3	.....	.....	14/11/68
27 " ...	"	Wrightson & Co.	81 0 2 0	3 6 3	.....	.....	248 2 9	.....	.....	.....	.....	120 8 6	8 13 7	5 1 3	382 6 1	4 14 4	.....	.....	"
3 Feb. ...	Bruckley Castle	Bolckow & Co.	100 2 3 17	6 11 0	.....	655 19 0	.....	.....	.....	.....	.....	128 6 3	15 19 5	6 5 2	806 9 10	8 1 0	.....	.....	23/7/68
1867.	Sobraon	Darlington & Co.	84 19 2 6	6 10 0	.....	552 7 1	.....	.....	.....	.....	.....	107 18 2	13 1 0	5 6 3	678 12 6	7 19 9	.....	.....	13/3/68
17 " ...	"	"	32 10 3 16	7 0 0	.....	.....	227 16 3	.....	.....	.....	.....	52 5 6	5 13 0	2 2 6	287 17 3	8 17 0	.....	.....	18/3/68
30 " ...	"	"	75 2 3 17	6 10 0	.....	488 8 10	.....	.....	.....	.....	.....	97 5 0	12 5 2	4 13 11	602 12 11	8 0 5	.....	.....	13/3/68
7 " ...	Landsborough	"	314 16 1 8	6 10 0	.....	2,046 6 1	.....	.....	.....	.....	.....	403 7 2	49 16 3	19 13 6	2,519 3 0	8 0 0	.....	.....	12/3/68
25 " ...	Earl Dalhousie	"	164 0 1 13	6 10 0	.....	1,066 2 4	.....	.....	.....	.....	.....	210 2 11	25 19 5	10 5 0	1,312 9 8	8 0 0	.....	.....	17/4/68
23 Oct. ...	Sarah Nicholson	"	194 16 1 21	6 12 6	.....	1,290 13 11	.....	.....	.....	.....	.....	249 14 4	31 7 2	12 3 6	1,583 18 11	8 4 6	.....	.....	23/4/68
23 " ...	"	"	4 10 1 17	7 2 6	.....	.....	32 4 2	.....	.....	.....	.....	5 13 10	0 16 0	0 5 11	38 19 11	8 12 6	.....	.....	23/3/68
17 " ...	Queen of Nations	"	50 4 2 8	6 10 0	.....	326 9 9	.....	.....	.....	.....	.....	64 7 2	8 0 8	3 2 10	402 0 5	8 0 9	.....	.....	30/4/68
1868.	Liberator	Ransome & Co.	12,500	.....	6 3 0	.....	.....	.....	.....	.....	.....	76 17 6	23 5 4	3 0 2	103 19 3	.....	8 6 4	.....	6/7/68
2 Mar. ...	Zemindar	Bolckow & Co.	100 2 0 26	6 1 0	.....	655 14 8	.....	.....	.....	.....	.....	115 8 9	15 16 2	6 5 2	793 4 9	7 18 7	.....	.....	31/7/68

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

RETURN of Permanent Way Material, &c., 1868.—Southern, Western, and Richmond.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fishplates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.
			tons cwt. qrs lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1868.																		
13 Mar.	P. A. O. Bombay	Knight & Co.																
9 "	Australian	Head & Co.	140 10 3 20	3 6 3			465 11 1					180 1 6	12 17 11	8 15 8	667 6 2	4 12 11		25/7/68
18 "	Ethiopian	Bolkow & Co.	50 1 3 4	6 11 0		328 1 8						64 3 7	7 19 9	3 2 8	403 7 8	8 1 11		20/9/68
14 "		Head & Co.	49 9 0 0	3 6 3			163 16 0					63 7 2	4 8 1	3 1 10	534 13 1	4 14 11		16/7/68
26 Feb.	Alexander Duthie	Bolkow & Co.	100 5 3 6	6 11 0		656 18 0						128 9 11	15 19 7	6 5 5	807 12 11	8 1 0		12/8/68
3 April.	Elizabeth Nicholson	Head & Co.	102 2 0 0	3 6 3		338 4 2						130 16 4	9 0 4	6 7 7	484 8 5	8 14 11		17/9/68
3 "		Bolkow & Co.	100 10 1 15	6 11 0		658 8 0						128 15 10	15 19 11	6 5 8	809 9 5	8 1 1		"
28 Mar.	Walter Hood	Bolkow & Co.	100 1 3 16	6 11 0		655 12 4						128 4 11	15 19 4	6 5 2	806 1 9	8 1 1		"
25 "		Ransome & Co.	45,000		6 3 0						276 15 0	77 15 4	9 11 5	2 18 6	367 0 3		8 3 1	13/8/68
14 April.	Damascus	Head & Co.	50 15 2 0	3 6 3		168 3 10						65 1 2	4 13 10	3 3 5	241 2 3	4 14 11		6/10/68
14 "	Strathnavar	"	51 16 3 0	3 6 3		171 14 3						66 8 4	4 11 8	3 4 10	245 19 1	4 14 11		28/8/68
14 "	Ary Scheffer	"	50 14 1 0	3 11 3		155 6 2						77 19 6	5 9 7	3 3 5	241 18 8	4 15 4		15/11/68
2 "		Bolkow & Co.	98 8 0 9	6 3 6		607 12 10						151 5 11	18 15 2	6 3 0	783 16 11	7 19 3		"
9 "	Agnes Rose	Darlington & Co.	49 18 0 24	6 10 0		324 8 5						63 18 11	7 18 2	3 2 5	399 7 11	8 0 0		5/10/68
9 "		Warner & Co.	23 8 1 0	3 11 0		83 2 4						30 0 0	2 4 11	1 9 3	116 16 6	4 19 9		"
9 "	Sarah Grice	Bolkow & Co.	101 4 3 15	6 11 0		663 3 0						129 14 5	16 3 0	6 6 7	815 7 0	8 1 1		28/10/68
14 "		Nut and Bolt Co.	60 0 0 0	9 4 0						552 0 0		99 3 5	13 6 4	4 6 3	668 16 0	11 2 3		"
5 Feb.	Strathdon	Bolkow & Co.	100 11 3 22	6 11 0		658 18 3						128 17 10	16 1 1	6 5 8	810 2 10	8 1 10		10/7/68
3 "	Devonport	Head & Co.	99 18 0 7	3 6 3		330 18 7						128 0 1	8 16 8	6 4 11	474 0 3	4 14 11		10/9/68
13 "		Bolkow & Co.	200 2 0 0	6 11 0		1,310 13 2						256 7 7	31 17 6	12 10 2	1,611 8 5	8 1 0		14/9/68
1867.																		
27 April.	La Hogue	Darlington & Co.	100 2 0 26	6 10 0		650 14 6						153 18 5	16 3 8	39 13 2	860 9 9	8 12 0		27/4/68
20 May	Winefred	"	203 9 1 19	6 10 0		1,322 11 4						312 16 10	32 17 3	80 11 5	1,748 16 10	8 12 0		20/1/68
27 "	Nourmahal	"	114 11 3 24	6 10 0		744 17 9						176 3 11	18 10 8	7 3 3	946 15 7	8 5 2		20/1/68
27 "		"	13 11 0 23	7 0 0				94 18 4				26 0 2	2 7 3	0 17 6	124 3 3	9 3 1		7/2/68
2 June.	James Lister	"	142 7 2 27	6 10 0		925 11 11						218 18 10	27 9 7	56 7 6	1,228 7 10	8 12 6		25/4/68
2 "		"	7 10 2 19	7 0 0				52 14 6				14 1 7	1 6 1	1 14 10	69 17 0	9 5 5		7/2/68
11 "	Bucton Castle	Warner & Co.	119 15 1 22	3 11 0		425 3 10						184 3 0	12 19 6	47 8 9	669 15 1	5 11 10		7/1/68
28 May	Globe	Darlington & Co.	150 6 1 12	6 12 6		995 17 1						231 1 9	24 13 3	59 10 11	1,311 3 6	8 14 3		22/6/68
28 "		"	7 4 2 16	7 2 6				51 10 7				11 2 11	1 5 7	1 13 5	65 12 6	9 1 7		18/3/68
26 June.	Parramatta	"	79 12 1 18	6 10 0		517 10 7						122 8 4	17 6 0	31 10 6	688 15 5	8 13 0		14/1/68
6 Aug.		Bolt and Nut Co.	19 13 0 0	9 9 0						185 13 9		36 17 6	3 19 3	5 5 9	231 16 3	11 15 10		6/2/68
1 July	Cospatrik	Darlington & Co.	197 4 0 22	6 10 0		1,281 17 3						252 13 6	31 4 4	12 6 7	1,578 1 8	8 0 2		9/5/68
1 "	Parramatta	Warner & Co.	12 13 0 14	3 11 0		282 1 7						122 3 4	7 13 10	31 9 5	443 8 2	8 16 4		10/1/68
4 June.		Bolt and Nut Co.	79 9 0 17	12 7 6					244 8 2			39 19 8	6 9 1	5 5 9	296 2 8	5 11 7		6/2/68
6 Aug.	Bucton Castle	Warner & Co.	49 9 2 16	3 11 0		175 13 3						76 1 8	4 15 9	19 11 7	276 2 7	14 19 11		5/2/68
7 "	Sir Robert Sale	"	249 5 1 19	3 11 0		884 18 3						319 7 7	23 6 11	15 11 7	1,243 4 4	5 11 7		11/3/68
19 July	Nourmahal	"	48 19 0 17	3 11 0		173 16 1						75 5 6	4 15 4	3 1 3	256 18 2	5 8 0		7/2/68
13 Aug.	Prince Charlie	Darlington & Co.	192 12 0 26	6 10 0		1,227 18 3						247 1 0	29 18 8	12 0 9	1,516 19 6	5 4 11		7/4/68
13 "		"	7 4 2 16	7 0 0				49 14 1				9 5 9	1 4 8	0 9 1	60 13 4	7 17 6		23/3/68
28 "	Bucton Castle	"	26 18 3 22	6 10 0		175 3 2						41 8 8	4 7 8	10 13 8	231 13 2	8 8 9		10/2/68
28 "		"	12 1 0 8	7 0 0				84 7 6				22 12 0	2 2 2	2 15 9	111 17 5	8 12 0		17/3/68
26 "	William Duthie	"	82 17 2 23	6 10 0		538 15 1						106 4 0	13 3 8	5 3 7	663 6 4	9 5 8		30/3/68
5 Sept.	Esmeralda	"	104 8 0 7	6 12 6		691 13 3						133 17 10	16 16 9	6 10 6	848 18 4	8 0 0		24/3/68
5 "		"	4 10 1 17	7 2 6				32 4 2				5 13 4	0 15 8	0 6 3	38 19 5	8 6 7		25/3/68
13 "	Canaan	Warner & Co.	150 0 0 0	3 11 0		532 10 0						230 12 6	14 10 5	9 7 6	787 0 5	8 12 5		3/3/68
3 Oct.	Sobraon	"	49 13 3 3	3 11 0		177 10 0						64 1 0	4 13 11	3 2 6	249 7 5	5 4 4		6/5/68
1 July	Cospatrik	Darlington & Co.	12 13 0 14	7 0 0				88 11 10				19 19 9	2 3 6	0 15 11	111 11 0	4 19 9		6/5/68
1868.																		
9 April.	Cingala	Bolkow & Co.	100 5 2 22	6 11 0		656 17 4						128 9 10	15 15 2	6 5 5	807 7 9	8 1 0		17/10/68
9 "		"	20 3 3 5	7 5 6				146 17 7				31 10 1	3 11 11	1 5 3	183 4 10	9 1 6		"
19 May	Glenaros	Head & Co.	96 16 3 0	3 6 3		320 15 6						124 1 5	8 11 3	6 1 1	459 9 3	4 14 9		28/10/68
15 "	Winefred	"	49 9 0 0	3 6 3		163 16 0						63 7 2	4 8 0	1 2 6	232 13 8	4 14 11		30/12/68
16 "		Bolkow & Co.	20 3 3 5	7 5 6				146 17 7				31 10 1	2 11 7	2 16 5	183 15 8	9 2 1		"
Total Permanent Way Imports for 1868						£ 34,094 2 4	6,162 15 11	1,406 19 6	244 8 2	737 13 9	935 11 0	10,163 5 5	1,137 18 10	798 19 8	55,681 14 7			

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.

RETURN of Miscellaneous Articles imported during the year 1868.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date received.
				tons cwt. qr. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1867.														
20 Aug.	Bucton Castle	W. A. Rose	Grease	1 18 1 21	28 0 0		54 9 0	7 13 1	3 3 11	0 18 8	66 4 8	34 9 3		10/1/68
21 "	"	Owens & Co.	20 sets wheels				607 10 0	68 0 9	29 14 3	3 16 11	709 1 11			16/1/68
15 "	Parramatta	Vickers & Sons	Crossings and switches				2,408 2 0	220 0 4	55 13 3	18 2 3	2,701 17 10		35 9 5	19/3/68
7 Feb.	Canaan	W. A. Rose	Grease	1 18 2 8	28 0 0		54 12 6	7 13 1	1 16 8	1 11 1	65 13 4	34 1 0		3/3/68
23 Oct.	Sarah Nicholson	Thompson & Co.	24 telegraph instruments				600 0 0	4 18 8	23 13 7	0 11 3	629 3 6		26 4 4	14/2/68
17 "	Canaan	Knight & Co.	6 doz. signal lamps				43 4 0	1 14 2	2 4 11	0 1 11	47 5 0		0 15 9	25/2/68
17 "	"	"	3 " hand "				0 5 0	0 7 1	0 7 9	0 1 3	10 6 1		0 5 8	"
7 "	"	Ransomes & Co.	1,500 trenails and spikes				11 16 9	1 14 1	0 8 4	0 1 3	14 0 5		9 6 10*	10/3/68
20 Sept.	"	Owen & Co.	30 sets wheels and axles.				30 7 6	911 5 0	102 1 1	44 11 6	1,062 4 7		35 8 2	3/3/68
26 Oct.	Flying Spur	Green & Co.	Brass tubes	6 6 1 26			460 11 2	19 17 0	36 5 3		784 1 10			"
26 "	"	"	"	3 9 1 23			267 8 5							"
30 "	Earl Dalhousie	Hoppenheim	24 telegraph instruments				25 0 0	10 0 11	24 1 10	0 2 6	634 5 3		26 4 4	"
2 "	"	Owen & Co.	30 sets wheels and axles				911 5 0	102 1 1	44 11 6	5 8 0	1,003 5 7		35 8 10	26/3/68
27 Nov.	Golden Sea	"	40 "				30 7 6	1,215 0 0	136 1 5	59 8 4	1,419 6 9		35 9 10	11/6/68
18 "	"	W. A. Rose & Co.	Grease	1 19 3 21	28 0 0		56 8 10	7 13 1	3 4 10	0 4 5	67 11 2	33 16 7		"
2 "	Flying Spur	"	"	1 19 0 18	28 0 0		55 8 2	7 13 1	3 2 11	0 4 5	66 8 7	33 18 6		3/3/68
30 Dec.	Northampton	"	"	1 16 3 23	28 0 0		52 9 6	7 13 1	3 2 11	0 4 5	63 9 1	34 6 9		6/5/68
5 "	"	Oppenheim	22 telegraph instruments				25 0 0	5 13 5	22 1 3	0 9 0	578 3 8		26 5 7	7/5/68
5 "	Borealis	J. B. Edmondson	12 ticket cases				6 2 6	79 10 0	4 7 7	4 5 3	88 4 9		7 7 0	13/5/68
5 "	"	"	24 dating presses				2 8 0	58 3 0	0 14 8	2 8 6	61 6 9		2 11 1	"
5 "	"	"	1 ticket-counting machine.				50 10 0	0 2 10	2 0 10		52 13 8			13/5/68
1868.														
2 Jan.	Northampton	Owen & Co.	35 sets wheels and axles.				1,108 2 6	127 2 8	54 2 10	5 8 0	1,294 16 0		36 19 8	19/5/68
1867.														
31 Dec.	Nineveh	Dawson & Co.	54 tyre bars				500 10 10	20 1 5	11 7 9	1 1 9	533 1 9		9 17 4	14/7/68
1868.														
30 Jan.	Alma	De La Rue	800,000 tickets				48 9 2	2 4 2	2 5 7	0 5 0	53 3 11		*0 1 3½	13/6/68
28 Nov.	Golden Sea	Owens & Co.	40 sets wheels and axles.				30 7 6	1,215 0 0	136 1 5	59 8 4	1,419 6 9		35 9 8	11/6/68
1 Feb.	Strathdon	Fried Krupp	72 cast steel tyres				775 4 0	26 2 9	28 19 0	1 5 6	831 11 3		11 10 10	14/7/68
13 Mar.	Bombay	Knight & Co.	36 carriage side lamps				46 6 0	23 7 11	1 19 6	0 1 3	71 14 8		1 19 10	2/6/68
12 "	Ethiopian	W. A. Rose	Grease	1 17 3 9	28 0 0		53 12 9	7 19 3	3 2 3	0 5 0	64 19 3	34 6 10		11/7/68
9 April.	Walter Hood	"	"	1 17 0 24	28 0 0		52 16 5	7 7 1	3 0 2	0 4 5	63 8 1	34 1 6		17/8/68
9 "	Sarah Grice	"	"	1 18 0 14	28 0 0		54 0 8	7 13 1	2 19 2	0 4 8	64 17 7	34 0 8		28/10/68
13 Mar.	Walter Hood	Vickers & Co.	20 tyre bars				254 3 4	7 13 4	9 9 10	0 6 3	271 12 9		13 10 7	3/9/68
18 April.	Sarah Grice	"	400 India-rubber springs				294 5 0	2 14 0	12 1 2	0 2 0	309 2 2		0 15 5	10/10/68
8 May	Cingala	W. A. Rose	Grease	1 19 1 7	26 0 0		51 17 7	6 15 9	2 18 6	0 4 8	61 16 6	31 9 0		29/9/68
26 "	Harlow	"	"	1 19 0 6	26 0 0		51 11 2	6 17 3	2 17 8	0 4 8	61 10 9	31 10 0		24/9/68
26 June	Winefred	M'Intosh & Co.	128 springs				93 0 0	1 5 0	3 19 5	0 1 0	98 5 5		0 15 4	8/12/68
26 "	William Duthie	British Rubber Co.	320 India-rubber buffers.				200 0 0	3 2 8	8 5 5	0 2 2	211 10 3		0 13 3	16/12/68
25 July	"	W. A. Rose	Grease	1 19 0 1	26 0 0		51 10 0	6 18 1	2 16 2	0 4 10	61 9 1	31 8 0		"
30 June	Winefred	"	"	1 17 1 21	26 0 0		49 11 3	5 18 5	2 15 0	0 4 10	58 9 6	31 4 9		4/12/68
6 July	Anglo Saxon	R. Cripps	144 grindstones				39 12 0	11 1 5	7 6 11	0 8 9	58 9 1		0 8 1	31/12/68
4 Aug.	"	Turton & Sons	440 waggon springs				389 2 0	20 13 10	18 13 5	0 18 4	429 7 7		0 19 6	"
16 July	"	Concrete Stone Co.	2 grindstones				0 16 6	0 15 5	0 10 2		2 2 1		1 1 0	"
Total Miscellaneous Articles imported during the year 1868							£ 14,386 4 6	1,148 5 5	605 5 0	65 13 11	16,205 8 10			

* Per 1,000.

No. 18—continued.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.

RETURN of Rolling Stock imported during the year 1868.

Date of Invoice.	Name of Ship.	From whom purchased.	No.	Large Saloon Carriages.	Large Second-class Carriages.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost each.	Date received.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1867.											
6 Aug.	Globo	Midland Waggon Co.	4	3,400 0 0		412 8 2	175 10 6	36 6 0	4,024 4 8	1,006 1 2	20/1/68
2 Nov.	Landsborough	Railway Carriage Co.	6		3,560 0 0	497 19 9	201 5 8	40 17 2	4,300 2 7	716 13 8	12/3/68
2 "	Esmeralda	" "	2		1,260 0 0	165 16 9	65 11 7	13 13 0	1,505 1 4	752 10 8	4/4/68
17 Oct.	Canaan	" "	4		2,540 0 0	332 4 4	131 13 2	27 4 9	3,031 2 3	757 15 6	6/3/68
30 Aug.	Earl Dalhousie	Midland Waggon Co.	2	1,700 0 0		206 5 8	87 17 6	16 19 9	2,011 2 11	1,005 11 5	4/4/68
		Total		5,100 0 0	7,360 0 0	1,614 14 8	661 18 5	135 0 8	14,871 13 9		

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.

RETURN of Permanent Way Material imported during the year 1869.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Rails.	Chairs.	Fishplates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.
			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1868.																
16 May	Winifred	Bolckow & Co.	100 2 3 5	6 11 0	655 18 4						128 6 1	19 14 6	6 5 2	810 4 1	8 1 9	11/1/69
2 July	Caldbeck	"	8 6 1 18	6 11 0	54 9 10						10 13 3	1 6 9	0 10 4	67 0 2	8 1 1	6/1/69
2 "	"	"	30 0 2 19	7 5 6							46 17 4	5 7 0	1 18 1	272 12 4	9 1 6	"
9 June	"	Nut and Bolt Co.	35 14 1 14	9 4 0							59 19 3	7 17 6	2 8 9	399 9 3	10 17 7	"
9 "	"	"	24 10 0 0	12 4 0							298 18 0			348 2 3	14 4 2	"
1869.																
17 May	Christiana Thompson	Darlington Co.	157 3 1 6	7 0 0	1,100 3 2						239 14 11	39 15 5	9 16 6	1,389 10 0	8 16 10	21/10/69
18 "	"	Warner & Co.	49 1 2 21	3 11 9		179 7 6					76 4 8	6 8 10	4 0 0	266 1 0	5 8 4	11/10/69
23 Apl.	Ellen Stuart	Staffordshire Co.	20 0 0 0	8 14 6							174 10 0	6 7 5	1 7 9	223 10 1	11 3 6	7/10/69
23 "	"	"	10 0 0 0	10 17 9							20 12 5	3 18 4	0 13 9	134 2 0	13 8 2	"
2 June	Centurion	Darlington Co.	123 10 3 26	7 0 0	864 7 11						188 6 8	31 7 3	7 14 5	1,092 6 3	8 16 10	26/10/69
2 "	"	Warner & Co.	139 16 2 12	3 11 9		502 9 5					213 11 1	20 10 5	8 15 0	745 5 11	5 4 0	16/10/69
4 "	Dilawur	Darlington Co.	50 1 0 13	7 0 0	350 7 10						95 8 0	12 1 9	4 2 6	462 0 1	9 4 6	12/11/69
25 "	La Hogue	"	55 10 1 2	7 0 0	388 11 11						105 16 1	21 8 4	3 9 5	519 5 9	9 0 5	3/12/69
31 July	Parranatta	Warner & Co.	95 1 1 0	3 11 9		341 0 9					142 10 6	9 5 2	5 18 9	498 15 2	5 4 11	31/12/69
13 Aug.	Queen of Nations	"	50 10 3 7	3 11 9		179 7 6					74 19 4	4 16 4	2 18 5	262 1 7	5 3 5	14/12/69
		Total			3,413 19 0	1,202 5 2	218 9 11	407 15 6	503 13 9		1,484 13 5	198 7 5	61 1 9	7,490 5 11		

No. 18—continued.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.
RETURN of Miscellaneous Articles imported during the year 1869.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage or No.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date received.
1868.				tns. cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
15 Sept.	Samarang	W. A. Rose	Grease	1 19 2 16	26 0 0	.....	52 5 9	5 10 11	3 0 2	0 4 5	61 1 3	30 19 2	.....	9/3/69
9 Oct.	"	J. Brown & Co.	40 waggon springs	.....	.....	.....	362 1 0	17 10 5	13 12 0	1 5 0	394 8 5	.....	9 17 2	"
28 Sept.	"	Ashbury Co.	110 prs. wheels & axles	.....	.....	.....	1,416 5 0	116 8 5	53 13 6	6 6 0	1,592 12 11	.....	14 9 6	19/3/69
26 Oct.	Lady Ann	W. A. Rose	Grease	1 18 1 4	26 0 0	.....	50 12 3	5 18 2	2 15 10	0 4 4	59 10 7	31 2 0	.....	"
11 Nov.	Queen of the Colonies	"	"	1 17 3 16	26 0 0	.....	50 2 6	5 12 11	2 13 11	0 4 8	58 14 0	30 19 7	.....	4/5/69
2 "	"	M'Intosh & Co.	600 springs	.....	.....	.....	400 7 8	4 13 3	16 19 2	0 3 9	422 3 10	.....	0 14 1	29/4/69
12 "	"	Ashbury Co.	100 prs. wheels & axles	.....	.....	12 17 6	1,287 10 0	105 16 10	49 9 5	10 10 0	1,453 6 3	.....	14 10 7	26/5/69
18 "	"	Whitworth Co.	1 grinding lathe	.....	.....	.....	590 0 0	23 4 6	22 1 1	2 6 1	637 11 8	.....	.....	15/5/69
12 "	"	Railway Carriage Co.	20 pairs wheels	.....	.....	14 12 6	292 10 0	21 10 10	11 2 0	2 2 9	327 5 7	.....	15 7 3	26/5/69
9 Dec.	Annesley	Owen & Co.	55 sets wheels & axles	.....	.....	26 12 6	1,464 7 6	118 10 0	57 13 8	11 15 6	1,652 6 8	.....	30 0 11	16/7/69
4 "	"	W. A. Rose	Grease	1 19 1 13	26 0 0	.....	51 18 10	5 12 4	2 16 3	0 2 5	60 9 10	30 14 8	.....	10/7/69
1869.														
28 Jan.	Bayswater	"	"	1 17 3 26	26 0 0	.....	50 4 6	5 13 11	2 15 1	0 2 4	58 15 10	30 19 1	.....	5/8/69
7 "	"	Owens & Co.	45 sets wheels & axles	.....	.....	26 12 6	1,198 2 6	96 19 0	45 8 5	9 12 0	1,350 1 11	.....	30 0 0	7/8/69
5 Apl.	Leicester	Thames Iron Co.	Iron work for Nepean Bridge.	.....	.....	.....	2,701 2 6	386 7 2	114 6 2	20 2 6	3,221 18 4	.....	.....	2/9/69
29 July	Damascus	Tuck & Co.	Patent packing	1 0 0 0	144 16 0	.....	144 16 0	5 12 11	6 8 1	0 1 3	156 18 3	.....	.....	14/8/69
22 Apl.	"	"	200 feet hose pipe	.....	.....	.....	21 4 0	1 9 4	0 17 1	0 0 8	23 11 1	.....	.....	"
22 May	Cornwallis	"	Patent packing	1 0 0 0	140 0 0	.....	140 0 0	5 15 6	8 15 11	0 1 7	154 13 0	.....	.....	6/10/69
23 June	Landsborough	Ransome & Co.	1,250 treenails & spikes	.....	.....	.....	9 15 1	9 18 4	0 6 7	0 3 0	1 3 0	.....	8 2 5	4/12/69
Total							£10283 5 1	933 4 9	414 14 4	65 8 3	11696 12 5			

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.
RETURN of Permanent Way Material imported during the year 1870.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.	
1869.			tons cwt qrs lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
13 July	Sam Cearns	Weardale Co.	43 6 1 0	9 0 0	.....	389 16 3	.....	.....	.....	.....	.....	55 9 11	9 5 1	6 9 11	461 1 2	10 12 11	.....	22/1/70
5 Aug.	Sobraon	Warner & Co.	150 0 0 0	3 11 9	.....	.....	538 2 6	.....	.....	.....	.....	224 17 11	14 11 7	22 10 0	800 2 0	5 6 8	.....	10/2/70
3 July	Sam Cearns	Bolt and Nut Co.	0 7 3 13	13 10 0	.....	.....	.....	5 6 2	.....	.....	.....	0 10 4	0 2 9	0 1 2	6 0 5	15 6 6	.....	8/1/70
3 "	"	"	0 10 0 12	14 10 0	.....	.....	.....	.....	.....	.....	.....	0 13 3	0 3 6	0 1 6	8 4 10	16 6 2	.....	"
3 "	"	"	1 4 1 23	18 0 0	.....	.....	.....	.....	.....	.....	.....	1 11 1	0 10 9	0 3 9	24 5 9	19 17 3	.....	"
22 Oct.	Castle Head	Warner & Co.	110 10 0 0	3 12 9	.....	.....	401 18 10	.....	.....	.....	.....	160 0 4	10 14 8	16 11 6	589 5 4	5 6 7	.....	15/2/70
10 Sept.	Canaan	Park Gate Co.	45 3 1 11	7 5 0	.....	327 9 3	.....	.....	.....	.....	.....	67 14 5	7 19 9	6 15 7	409 19 0	9 1 6	.....	12/2/70
7 "	"	Warner & Co.	75 0 0 0	3 11 9	.....	269 1 3	.....	.....	.....	.....	.....	112 8 11	7 5 11	11 5 0	400 1 1	5 6 8	.....	15/2/70
25 "	Woolloomooloo	Park Gate Co.	234 7 2 0	7 11 0	.....	1,769 10 6	.....	.....	.....	.....	.....	287 12 3	49 4 9	35 3 2	2,141 10 8	9 2 9	.....	11/2/70
30 "	"	Ransome & Co.	15,000	5 8 0	7 11 3	2 0 9	0 18 9	9 10 9	6 2 0	28/1/70
18 Aug.	Glendower	Warner & Co.	149 0 0 0	3 11 9	.....	.....	534 10 9	.....	.....	.....	.....	223 7 11	14 6 6	22 7 0	794 12 2	5 6 8	.....	10/2/70
13 Sept.	Underley	"	370 0 0 0	3 11 9	.....	.....	1,327 7 6	.....	.....	.....	.....	554 14 8	35 17 5	55 10 0	1,973 9 7	5 6 8	.....	15/2/70
1 "	"	Park Gate Co.	45 10 2 24	7 5 0	.....	330 2 8	.....	.....	.....	.....	.....	68 5 5	8 1 4	6 16 6	413 5 11	9 1 6	.....	26/1/70
1 Oct.	Maid of Judah	Bolekow & Co.	84 2 0 0	3 8 0	.....	.....	285 14 1	.....	.....	.....	.....	103 11 7	7 10 3	12 12 4	409 8 3	4 17 2	.....	"
31 Aug.	Glendower	Staffordshire Co.	93 0 0 0	8 11 6	.....	.....	.....	.....	.....	811 8 6	.....	149 18 0	19 10 9	14 11 0	995 8 3	10 14 1	.....	22/1/70
31 "	"	"	7 0 0 0	10 17 9	.....	.....	.....	.....	.....	.....	.....	11 5 6	1 16 8	1 11 6	90 17 11	12 19 8	.....	"
Sept.	Sir John Lawrence	Warner & Co.	125 0 0 0	3 11 9	.....	.....	448 8 9	.....	.....	.....	.....	187 8 3	12 2 4	18 15 0	666 14 4	5 7 4	.....	9/3/70
13 "	J. C. Munro	"	50 0 0 0	3 11 9	.....	.....	179 7 6	.....	.....	.....	.....	74 19 4	4 18 7	7 10 0	266 15 5	5 6 8	.....	2/4/70
17 "	Maryann Wilson	"	60 0 0 0	3 11 9	.....	.....	215 5 0	.....	.....	.....	.....	89 19 2	5 16 9	9 0 0	320 0 11	5 6 8	.....	7/3/70
27 "	"	Park Gate Co.	62 8 0 24	7 5 0	.....	452 9 4	.....	.....	.....	.....	.....	93 11 4	11 0 3	9 7 2	566 8 1	9 1 7	.....	"
11 "	Ben Lomond	"	117 8 1 21	7 5 0	.....	846 4 2	.....	.....	.....	.....	.....	175 2 10	20 13 9	17 12 4	1,059 13 1	9 0 6	.....	21/3/70
7 Oct.	Sattara	Warner & Co.	30 0 0 0	3 11 9	.....	.....	107 12 6	.....	.....	.....	.....	44 19 7	2 15 2	4 10 0	159 17 3	5 6 7	.....	28/4/70
27 Sept.	"	Park Gate Co.	60 15 1 17	7 5 0	.....	440 11 8	.....	.....	.....	.....	.....	91 2 0	10 14 3	9 2 3	551 10 2	9 1 5	.....	"
25 Oct.	Nineveh	Bolekow & Co.	84 1 0 0	3 8 0	.....	.....	285 15 5	.....	.....	.....	.....	103 4 1	7 10 3	12 12 0	409 1 9	4 17 4	.....	29/3/70
28 "	"	Park Gate Co.	141 9 0 27	7 11 0	.....	1,068 0 9	.....	.....	.....	.....	.....	175 7 1	25 8 11	21 4 6	1,290 1 3	9 2 4	.....	28/3/70
28 "	"	"	19 10 3 0	7 11 0	.....	.....	.....	.....	.....	.....	.....	23 7 8	3 11 7	2 18 6	177 7 11	9 1 7	.....	19/2/70

RETURN of Permanent Way Material, &c., 1870.—Southern, Western, and Richmond.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage or No.	Cost per Ton.	Cost per 1,000.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Keys.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost per 1,000.	Date received.
			tons cwt qrs lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1869.																		
20 Sept...	Wellesley	Park Gate Co.	50 7 3 7	7 5 0	365 6 8							75 12 7	8 19 1	7 11 2	457 9 6	9 1 7		6/4/70
28 Oct...	Patriarch	"	95 15 1 20	7 11 0	722 19 7							117 10 1	17 4 9	14 7 3	872 1 8	9 2 1		19/4/70
26 "	Winifred	Warner & Co.	270 0 0 0	3 11 9			968 12 6					404 16 2	25 19 5	40 10 0	1,439 18 1	5 6 8		7/4/70
2 "	"	Park Gate Co.	57 17 3 7	7 5 0	419 14 2							86 15 10	10 5 1	8 14 0	525 9 1	9 1 8		30/4/70
25 Nov...	Sea Chief	"	148 18 2 8	7 5 0	1,079 14 8							223 5 7	26 6 5	22 7 0	1,351 13 8	9 4 0		27/4/70
25 "	Winifred	"	40 16 1 5	7 5 0	295 18 2							61 3 10	7 4 7	6 2 5	370 9 0	9 2 0		8/4/70
13 "	Comadre	"	285 0 0 0	7 4 0	2,052 0 0							427 5 10	50 0 11	42 15 0	2,572 1 9	9 0 6		23/7/70
13 "	"	Warner & Co.	115 5 0 0	3 12 9								166 9 11	11 3 5	17 5 9	614 3 6	5 6 7		19/3/70
13 "	La Escocia	"	73 0 0 0	3 12 9								105 14 9	7 1 11	10 19 0	389 6 5	5 6 8		30/4/70
9 Dec...	"	Park Gate Co.	252 6 1 20	7 4 0	1,816 14 3							378 6 1	44 6 10	37 16 9	2,277 3 11	9 0 6		"
13 Nov...	Tiverton	Warner & Co.	62 16 0 0	3 11 9								94 3 1	6 0 10	9 8 5	334 18 3	5 6 8		18/5/70
18 Dec...	"	Park Gate Co.	278 14 3 3	7 5 0	2,020 17 2							417 18 9	49 4 4	41 16 3	2,528 16 6	9 1 0		"
18 "	"	"	21 0 0 0	7 5 0				152 5 0				31 9 2	3 14 2	3 3 0	190 11 4	9 1 6		"
15 "	Bruckly Castle	Warner & Co.	66 9 0 0	3 11 9			238 7 9					99 12 6	6 7 9	9 19 6	354 7 6	5 6 8		30/3/70
9 "	Lennox Castle	Park Gate Co.	100 14 1 4	7 5 0	730 3 7							151 0 1	17 15 10	15 2 3	914 1 9	9 1 8		"
9 "	Medea	"	150 0 0 0	7 4 0	1,080 0 0							224 17 11	26 6 6	22 10 0	1,353 14 5	9 0 6		20/8/70
28 "	Hawkesbury	"	38 12 3 2	7 5 0	280 2 7							57 18 5	6 16 0	5 15 9	350 12 9	9 1 6		7/5/70
23 "	Strathnaver	"	175 8 3 20	7 5 0	1,271 19 9							263 13 0	31 0 3	26 6 4	1,592 19 4	9 1 8		30/6/70
23 "	"	"	12 5 1 0	7 5 0				88 18 1				17 15 6	2 3 6	1 16 9	110 13 10	9 0 6		8/6/70
9 "	Golden Spur	"	77 7 2 5	7 5 0	560 19 8							115 6 0	13 13 7	11 12 2	701 11 5	9 1 2		10/5/70
9 "	"	"	16 10 3 14	7 5 0				119 18 10				25 10 2	2 18 6	2 9 6	150 17 0	9 2 4		29/4/70
18 "	Pomona	"	98 2 2 25	7 5 0	711 9 8							146 1 8	21 11 5	14 5 5	893 8 2	9 2 0		6/7/70
18 "	"	"	11 4 3 0	7 5 0				81 9 5				17 17 11	2 0 7	1 13 9	103 1 8	9 3 5		2/7/70
23 "	City of Aberdeen	Staffordshire Co.	4 15 0 0	10 17 9					51 14 3			6 1 3	2 10 5	0 14 3	61 0 2	12 16 11		7/7/70
23 "	"	"	17 0 0 0	8 14 6								20 12 6	2 3 9	2 0 11	173 13 9	10 4 4		30/6/70
29 Oct...	Comadre	Park Gate Co.	200 1 3 4	7 4 0	1,440 12 10							299 19 8	35 2 6	30 0 0	1,805 15 0	9 0 6		19/3/70
1870.																		
2 Jan...	Caller On	"	60 18 3 0	7 5 0	441 15 11							91 7 3	10 14 10	9 2 8	553 0 8	9 0 10		9/6/70
15 "	Pomona	"	95 8 1 26	7 5 0	691 16 6							143 0 11	16 17 9	14 6 4	866 1 6	8 17 7		6/7/70
16 Feb...	Cairnmore	"	250 11 3 22	7 4 0	1,804 6 0							375 13 7	46 10 10	37 11 9	2,264 2 2	9 0 10		22/7/70
3 Jan...	Royal Alfred	Staffordshire Co.	25 0 0 0	10 17 9					272 3 9			40 5 5	6 8 5	3 15 0	322 12 7	12 18 1		6/8/70
3 "	"	"	65 0 0 0	8 14 6						567 2 6		104 15 9	13 7 8	9 15 0	695 0 11	10 13 10		"
16 Feb...	Agnes Rose	Park Gate Co.	61 17 2 0	7 5 0	448 11 11							92 15 5	10 19 6	9 5 8	561 12 6	9 3 0		22/7/70
15 "	"	Ransome & Co.	50,000		5 6 0						265 0 0	45 17 4	7 1 2	6 18 9	324 17 3		6 9 11	30/6/70
1 Mar...	Royal Alfred	Park Gate Co.	269 13 3 25	7 5 0	1,955 6 3							404 16 2	47 14 3	40 9 1	2,448 5 9	9 1 6		6/8/70
16 Feb...	Glendower	"	33 11 0 0	7 5 0				243 4 9				49 9 6	5 17 2	5 0 8	303 12 1	9 1 0		"
2 "	Magellan	"	30 3 1 24	7 5 0	218 15 1							45 4 10	5 6 5	4 10 7	273 16 11	9 1 7		31/8/70
2 "	"	"	93 8 1 6	7 5 0	677 5 2							139 3 10	16 9 10	14 1 5	847 0 3	9 1 4		27/8/70
2 "	"	"	11 2 1 9	7 5 0				80 11 11				17 10 9	1 19 3	1 13 4	101 15 3	9 3 1		6/8/70
16 "	Silver Eagle	"	123 9 2 16	7 5 0	895 4 11							185 2 10	31 16 5	18 10 6	1,130 14 8	9 3 2		9/8/70
31 Jan...	Nereus	"	295 16 3 24	7 4 0	2,130 2 1							444 5 7	51 18 5	44 7 5	2,670 13 6	9 0 6		18/7/70
3 "	"	"	5 11 0 19	7 4 0				40 0 5				7 10 7	0 19 6	0 16 9	49 7 3	8 17 7		2/7/70
3 Feb...	Rifeman	"	80 7 0 16	7 5 0	582 11 9							120 10 11	14 4 2	12 1 2	729 8 0	9 1 5		26/7/70
21 Jan...	"	Ransome & Co.	30,000		5 8 0						162 0 0	26 15 6	4 7 5	4 1 0	197 3 11		6 11 5	22/6/70
12 Mar...	Windsor Castle	Park Gate Co.	66 19 1 4	7 5 0	485 9 10							100 8 0	11 16 8	10 1 0	697 15 6	9 1 5		23/7/70
17 "	Borrowdale	"	373 13 0 4	7 4 0	2,690 7 1							559 14 11	64 12 1	56 1 1	3,370 15 2	9 0 5		18/7/70
17 "	"	"	27 13 3 0	7 4 0								41 19 6	4 19 4	4 3 1	250 8 11	9 1 1		"
15 "	Commissary	Ransome & Co.	50,000		5 6 0						264 11 3	47 2 1	7 1 2	7 2 6	325 17 0		6 10 4	4/9/70
15 "	Cathaya	Park Gate Co.	77 1 1 18	7 5 0	558 15 3							115 16 6	13 11 11	11 11 3	699 14 11	9 1 7		22/7/70
15 "	"	"	38 6 2 0	7 5 0				277 17 2				57 3 7	6 14 7	5 15 0	347 10 4	9 1 4		"
4 "	Christiana Thompson	Warner & Co.	11 10 0 0	3 16 9			44 2 8					12 16 7	1 2 11		58 2 2	4 13 6		4/8/70
16 "	"	Staffordshire Co.	2 6 1 0									27 15 7	2 18 9	0 13 4	31 7 8	13 11 5		18/8/70
31 "	Jason	Ransome & Co.	50,000		5 6 0						264 6 2	47 2 1	7 1 1	7 2 6	325 11 10		6 10 3	10/8/70
4 "	Christiana Thompson	Warner & Co.	9 13 2 0	3 11 9			34 14 2					14 10 2	0 18 11	1 9 1	51 12 4	5 6 10		22/8/70
17 "	Liberator	Park Gate Co.	40 19 2 16	7 5 0	297 2 5							61 8 11	7 4 10	6 3 0	371 19 2	9 0 7		31/8/70
14 April...	Christiana Thompson	"	50 1 0 13	7 11 0	377 18 5							55 16 11	8 18 5	7 10 0	450 3 9	8 19 3		22/8/70
25 Feb...	Robert Lees	Staffordshire Co.	16 0 0 0	8 4 6								25 14 1	3 6 8	2 8 0	171 0 9	10 13 9		7/10/70
25 "	"	"	12 0 0 0	10 17 9						139 12 0		19 5 7	3 2 2	1 16 0	154 16 9	12 18 0		7/10/70
12 May...	Zeminder	Park Gate Co.	107 3 1 19	7 5 0	776 19 9							159 12 1	18 18 2	16 1 5	971 11 5	8 17 7		19/10/70
12 "	"	"	17 13 3 0	7 5 0				128 4 8				26 17 0	3 2 5	2 13 1	160 17 2	9 1 9		"
19 "	Merwangee Framzee	"	99 12 0 21	7 4 0	717 3 9							149 6 10	17 8 11	14 18 9	898 18 3	9 0 6		28/9/70
28 April...	Alexander Duthie	Ransome & Co.	50,000		5 6 0						265 0 0	47 2 1	7 13 7	7 2 6	326 18 2		6 10 9	24/9/70
14 "	"	"	50,000		5 6 0						265 0 0	47 2 1	7 13 7	7 2 6	326 18 2		6 10 9	"
14 May...	La Hogue	"	50,000		5 6 0						265 0 0	47 2 1	7 1 3	7 2 6	326 5 10		6 10 6	4/10/70
21 July...	John Duthie	W. H. Dawes	257 11 2 7	7 10 0	1,931 16 9							216 11 2	46 15 7	38 3 6	2,233 7 0	8 13 7		28/12/70
29 "	Earl Dalhousie	"	102 5 2 25	7 10 0	767 1 7							75 1 9	18 11 3	15 6 11	876 1 6	8 11 3		13/12/70
25 June	"	Stafford																

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.

RETURN of Miscellaneous Articles imported during the year 1870.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage or No.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date received.
1869.				tonswt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
17 July	Sam Cearns	Vickers & Co.	50 crossings			15 5 0	762 10 0	62 1 10	19 1 1	5 2 6	848 15 5		16 19 6	8/2/70
3 "	"	Bolt and Nut Co.	Coach screws	0 6 0 12	19 10 0		5 19 1	0 7 6	0 2 11	0 1 9	6 11 3	21 9 10		8/1/70
18 Sept.	Woolloomooloo	Manning & Co.	24 brass lubricators			2 18 0	68 8 0	0 10 2	3 0 8	0 1 6	72 0 4		3 0 0	28/1/70
17 Aug.	Maid of Judah	Titanic Steel Co.	Muschetts steel	0 5 1 19	112 0 0		30 14 6	0 10 6	1 7 7	0 3 0	32 15 7	120 19 3		11/1/70
16 Sept.	Ben Lomond	Kennard Bros.	50 sets switches				813 15 0	89 15 1	19 12 4	9 0 0	932 2 5		18 12 10	21/3/70
23 "	Woolloomooloo	Canmell & Co.	Cast steel	0 10 1 25	84 0 0		43 19 9	0 11 8	2 0 8	0 1 6	46 13 7	89 2 9		25/1/70
8 "	"	"	Ferrule steel	2 0 3 21	23 0 0		47 1 7	2 12 8	2 7 4	0 9 0	52 10 7	37 17 7		28/1/70
3 "	"	M'Intosh & Co.	400 waggon springs				293 10 4	3 1 1	12 5 7	0 2 3	308 19 3		0 15 5	29/1/70
3 "	"	"	100 carriage springs				77 15 5	0 15 4	3 3 7	0 1 6	81 15 10		0 16 4	"
2 "	Nineveh	Dawson & Co.	54 tyre bars				686 2 6	25 2 6	26 19 10	3 9 0	741 13 10		3 14 4	28/3/70
2 "	"	"	300 "				919 4 2	57 9 4	33 13 8	7 13 0	1,018 0 2		3 7 10	"
20 "	Woolloomooloo	Whitworth & Co.	6 sets stocks and dies				122 5 0	1 2 8	5 7 10	0 0 9	128 16 3		21 9 4	29/1/70
18 Oct.	Patriarch	Taylor Bros.	108 steel tyres				735 1 8	34 14 2	26 9 10	4 13 4	800 19 0		7 8 4	19/4/70
14 Dec.	"	Nobles & Co.	125 gals. varnish				149 14 11	1 6 1	6 5 5	0 4 0	157 10 5		1 5 2	22/2/70
14 "	"	"	50 "				39 18 9	0 10 6	1 12 9	0 2 0	42 4 0		0 16 10	"
14 "	"	"	50 "				39 18 9	0 10 6	1 12 9	0 2 0	42 4 0		0 16 10	"
14 "	"	"	50 "				29 19 3	0 5 1	1 4 5	0 1 0	31 9 9		0 12 7	"
23 Nov.	City of Aberdeen	Allen & Co.	300 brass tubes				383 15 8	7 0 6	15 7 7	1 17 6	408 1 3		1 7 2	4/6/70
23 "	"	"	Soft brass	0 3 0 23			13 2 3	0 4 6	0 11 8	0 0 9	13 19 2	87 1 11		2/6/70
23 "	"	Peacock & Co.	3 pairs wheels				340 0 0	7 15 8	12 12 7	2 2 0	362 10 3		120 16 9	28/6/70
23 "	"	"	3 "				150 0 0	3 6 8	5 11 6	0 18 0	159 16 2		53 5 5	2/7/70
23 "	"	John Frazer	Horse-hair	1 0 0 0			141 9 2	3 11 6	3 18 9	0 3 0	149 2 5	149 2 5		1/6/70
9 Dec.	"	Pulford & Co.	Pumice-stone	0 4 3 4	36 0 0		8 11 3	1 6 10	0 8 8	0 1 0	10 7 9	41 14 10		2/6/70
9 "	"	"	Crimson lake	0 1 0 0			78 5 8	0 5 5	3 2 4	0 0 9	81 14 2	1634 3 4		"
13 "	"	J. Labrom	Carriage cloth	302 yards.		0 7 0	105 12 6	0 11 1	4 4 4	0 3 0	110 10 11		0 7 4	1/6/70
20 Jan.	Kosciusko	Fried Krupp	48 steel tyres				428 0 0	18 5 0	15 19 11	2 9 0	464 13 11		9 13 7	14/7/70
5 Feb.	Agnes Rose	Shaft and Axle Co.	30 pairs wheels			14 5 0	427 10 0	32 4 3	16 3 1	6 8 0	482 5 4		16 1 6	7/7/70
1 Jan. 1870.	"	M'Intosh & Co.	60 engine springs I.R.				47 12 0	0 10 6	1 18 4	0 3 0	50 3 10		0 16 9	20/6/70
7 Dec. 1870.	City of Aberdeen	Vickers & Sons	25 duplicates for crossings.				15 19 6	1 7 0	0 7 9	0 5 5	17 19 8		0 14 5	20/7/70
28 Feb.	Kosciusko	Metropolitan Co.	50 pairs axle-boxes				204 18 4	4 12 1	7 12 3	0 10 6	217 13 2		4 7 1	17/8/70
8 Mar.	Christiana Thompson	Manning & Co.	5 pairs engine wheels				400 0 0	8 10 3	14 17 7	2 14 0	426 1 10		85 4 4	4/8/70
19 "	Commissary	Tuck & Co.	200 I.R. buffers				6 0 0	0 10 6	0 7 4	0 0 6	6 18 4		0 0 8½	22/8/70
19 "	Christiana Thompson	Stephenson & Co.	5 sets wheels				1,259 15 0	23 18 4	46 12 8	2 1 5	1,332 7 5		266 9 6	9/8/70
30 "	Commissary	W. Davis	2,100 yards roofing canvas.				258 0 11	7 15 5	12 4 3	0 13 6	278 14 1		0 2 8	"
17 "	Christiana Thompson	Marshall & Co.	50 pairs axle-boxes			1 17 6	93 15 0						2 2 9	22/8/70
11 "	"	"	600 Carr's lubricators			0 1 4½	41 5 0	10 1 0	5 4 8	0 12 9	150 18 5		0 1 5½	"
8 April	Centurion	Perkins & Co.	100 yards seaming lace										0 0 2	"
"	"	"	500 " broad										0 0 2	"
"	"	"	500 " pasting "										0 0 2	"
"	"	"	200 " silk cord				74 9 7	0 10 6	2 19 1	0 1 6	78 0 8		0 0 1	4/8/70
"	"	"	200 " webbing										0 1 0	"
"	"	"	100 gross daisy tufts										0 0 11½	"

RETURN of Miscellaneous Articles, &c., 1870.—Southern, Western, and Richmond.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage or No.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date received.
1870.				tonscwt. qrs. bs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
4 April	Robert Lees	Vickers & Co.	20 crossings				245 10 0	8 12 5	5 9 8	0 18 0	260 10 1		13 0 6	7/10/70
7 "	"	Green's Tube Co.	Copper plates	1 2 2 8			106 0 0	1 1 11	2 11 9	0 1 7	109 15 3	97 5 1		24/9/70
7 "	"	"	Brass boiler tubes	1,300			1,253 1 2	20 16 5	49 9 7	5 11 0	1,328 18 2		1 0 5	5/10/70
29 "	Sarah Grice	Beyer & Co.	2 pairs wheels				270 0 0	5 3 10	10 11 3	1 4 0	286 19 1		143 9 7	31/10/70
29 "	Robert Lees	"	3 "				150 0 0	7 15 8	7 10 9	1 16 7	167 3 0		55 14 4	23/9/70
29 "	Sarah Grice	"	1 set connecting rods				42 0 0	0 6 6	1 9 0	0 3 0	43 18 6		43 18 6	31/10/70
29 "	"	"	1 " coupling rods				25 0 0	0 6 6	0 16 6	0 3 0	26 6 0		26 6 0	"
29 "	"	"	1 " eccentric sheaves				45 0 0	0 6 6	1 10 9	0 3 0	47 0 3		47 0 3	"
29 "	"	"	4 " springs				81 0 0	0 6 6	2 17 0	0 6 0	84 9 6		21 2 4	"
20 May	Damascus	Wilkin & Co.	6 continuous brakes				510 0 0	14 18 9	19 2 7	3 12 0	547 13 4		91 5 6	15/9/70
20 "	La Hogue	L. Serne & Co.	4 buffer springs				3 3 0	0 10 6	0 4 9		3 18 3		0 19 7	30/9/70
25 "	"	G. Spence & Co.	4 "				3 18 0	0 10 6	0 5 1		4 13 7		1 3 5	"
29 April	Sarah Grice	Beyer & Co.	12 injectors				432 0 0	0 6 6	17 8 6	0 4 6	449 19 6		37 9 11	31/10/70
29 "	"	"	24 spring balances				36 0 0	0 6 6	1 0 9	0 1 6	37 8 9		1 11 2	"
29 "	"	"	12 injectors				384 0 0	0 6 6	13 12 6	0 4 6	398 3 6		33 3 7	"
29 "	"	"	6 "				138 0 0	0 6 4	6 4 0	0 1 6	144 11 10		24 1 11	"
6 July	John Duthie	Simmons & Co.	84 lamps			0 6 6	27 6 0	0 18 0	1 5 8	0 3 0	29 12 8		0 7 0 1/2	23/11/70
6 "	"	"	500 yards cotton wick				2 1 8	0 1 0	0 2 5		2 5 1		0 0 1 1/2	"
6 "	"	"	60 chimneys				0 10 0	0 1 0	0 0 11		0 11 11		0 0 2 1/2	"
6 "	"	"	14 oil cans				0 14 0	0 1 0	0 0 10		0 15 10		0 1 2	"
4 Aug.	Lord Warden	Stephenson & Co.	4 crank axles				500 0 0	2 3 8	25 10 1	0 9 4	528 3 1		132 0 9	3/12/70
9 July	Earl Dalhousie	M'Intosh & Co.	600 I.R. springs				398 19 2	2 3 7	17 1 5	1 1 6	419 5 8		3 11 8	13/12/70
26 "	Lord Warden	Dawson & Co.	39 Iron plates	6 8 1 18	30 10 0		190 18 8	4 16 10	7 11 1	0 19 3	204 5 10	31 16 5		"
26 "	"	"	Lowmoor iron	1 0 0 12	18 10 0		27 3 1	0 14 1	1 1 6	0 3 0	29 1 8	28 18 6		"
28 "	"	Beyer & Co.	2 crank axles			106 0 0	212 0 0	0 18 8	10 17 3	0 4 0	223 19 11	111 19 11		"
5 Aug.	"	Cammell & Co.	100 waggon springs				335 8 0	6 16 6	17 2 8	1 9 5	360 16 7		3 12 2	"
15 June	John Duthie	Spencer & Co.	50 volute springs				28 17 8	0 10 6	1 10 10	0 2 3	31 1 3		0 12 5	26/12/70
			Total				£14792 10 11	495 0 4	553 1 8	77 15 7	15918 8 6			

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAYS.
RETURN of Rolling Stock imported during the year 1870.

Date of Invoice.	Name of Ship.	From whom purchased.	No.	Locomotive Engines.	Freight.	English Charges.	Colonial Charges.	Total Cost.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
29 April	Robert Lees	Beyer & Co.	2	4,770 0 0	327 8 0	263 17 2	59 17 0	5,421 2 2
21 "	Sarah Grice	"	2	4,770 0 0	327 8 0	263 17 6	59 17 0	5,421 2 6
		Total	...	9,540 0 0	654 16 0	527 14 8	119 14 0	10,842 4 8

No. 18—continued.

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAY.

RETURN of Permanent Way Material imported during the year 1871.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Rails.	Chairs.	Bolts and Nuts.	Spikes.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.
1870.														
20 June.....	Maid of Judah	Warner & Co.....	tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	19/1/71
23 July.....	Harlow.....	W. Dawes	119 14 0 0	3 11 4	.....	426 18 7	.....	.....	101 14 10	10 7 1	17 19 1	556 19 7	4 13 1	14/2/71
23 July.....	Dunbar Castle	"	181 10 3 6	7 10 0	1,361 11 0	.....	.....	.....	136 3 0	33 0 9	27 15 5	1,558 10 2	8 11 7	14/1/71
26 Aug.....	Sir John Lawrence	"	89 6 2 12	7 10 0	669 19 6	.....	.....	.....	67 0 0	16 7 1	13 7 11	766 14 6	8 10 9	23/2/71
29 Nov.....	Commissary	Nut and Bolt Co.....	122 15 2 9	15 0 0	920 16 10	.....	.....	.....	92 1 9	22 7 3	18 8 3	1,053 14 1	8 10 3	10/4/71
29 Nov.....	"	"	0 8 3 24	13 10 0	.....	.....	.....	.....	0 12 0	0 3 2	0 1 4	7 11 0	16 16 10	10/4/71
29 Nov.....	"	"	0 9 1 6	13 10 0	.....	.....	.....	.....	0 12 6	0 2 11	0 1 4	7 2 4	15 4 4	18/4/71
6 "	Hawkesbury	Park Gate Co.	67 13 2 0	7 10 0	507 11 3	.....	.....	.....	39 7 5	73 17 7	10 2 11	630 19 2	9 6 6	.....
		Total			3,459 18 7	426 18 7	6 14 6	6 5 7	437 11 6	156 5 10	87 16 3	4,581 10 10	71 13 4	

GREAT SOUTHERN AND WESTERN AND RICHMOND RAILWAY.

RETURN of Miscellaneous Articles imported during the year 1871.

Date of Invoice.	Name of Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.	Cost each.	Total Cost.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date received.
1870.														
20 July...	Ellen Stuart	W. Fitzmaurice	Angle iron	1 4 0 7	.....	.....	15 5 0	0 16 10	0 13 0	0 3 7	16 18 5	14 1 4	.....	14/1/71
19 "	"	Stephensons & Co.	4 Crank axles .....	.....	.....	.....	500 0 0	2 3 9	25 11 1	0 9 4	528 4 2	.....	132 1 0	"
28 "	"	Beyer & Co.	1 " .....	.....	.....	.....	106 0 0	0 9 10	5 9 11	0 2 2	112 1 11	.....	112 1 11	"
6 "	"	Taylor Bros.	200 axles .....	.....	.....	.....	513 16 6	21 17 11	20 3 4	4 13 9	560 11 6	.....	2 16 8	"
18 "	"	Barrows & Co.	Angle iron	3 9 2 1	.....	.....	39 3 0	2 7 8	1 11 4	0 10 6	43 12 6	12 9 0	.....	"
26 "	"	Dawson & Co.	Lowmoor iron	10 3 3 2	.....	.....	324 12 9	7 9 7	12 17 0	1 12 1	346 11 5	32 1 6	.....	"
26 "	"	"	Lowmoor rivets	3 9 2 2	.....	.....	84 1 3	2 8 9	3 6 7	0 10 6	90 7 1	25 19 0	.....	"
12 "	Carlisle Castle	Brown & Co.	200 volute springs .....	.....	.....	.....	78 6 0	1 1 0	3 4 10	0 2 10	82 14 8	.....	0 8 3	7/1/71
26 Aug. ...	"	Kindon & Co.	300 yds. roofing cloth..	.....	.....	.....	24 9 0	0 10 6	1 2 8	0 0 9	26 2 11	.....	0 1 8	"
18 Nov. ...	Strathnaver	Wheel & Tyre Co.	15 set wheels & axles..	.....	.....	28 0 0	420 0 0	13 14 3	16 14 4	6 12 10	457 1 5	.....	30 9 7	18/4/71
7 "	British Flag	Owens & Co.	10 " .....	.....	.....	28 0 0	280 0 0	9 2 10	11 2 7	4 8 6	304 13 11	.....	30 9 5	"
5 "	"	"	25 " .....	.....	.....	28 0 0	700 0 0	22 17 2	27 16 5	11 1 4	761 14 11	.....	30 9 4	10/4/71
22 Oct. ...	Winefred	Fairburn & Co.	1 slotting machine .....	.....	.....	.....	210 0 0	8 7 5	8 17 6	1 10 0	228 14 11	.....	228 14 11	21/4/71
12 Dec. ...	Jubilee	Cammell & Co.	200 waggon springs .....	.....	.....	26 5 0	252 14 0	3 12 3	9 18 11	1 8 11	267 14 1	.....	1 6 9	18/4/71
1871.														
11 Feb. ...	Northampton	Woollen Cloth Co.	100 saddle cloth .....	.....	.....	.....	30 0 0	0 10 6	1 9 0	0 0 4	31 19 10	.....	0 6 4	19/6/71
1870.														
7 Dec. ...	Cathaya	Titanic Co.	3 patent tools .....	.....	.....	.....	6 5 0	0 10 0	0 5 9	0 4 6	7 5 3	.....	2 8 5	24/8/71
31 "	"	Cammell & Co.	Diamond steel	0 16 0 0	.....	.....	67 4 0	0 12 0	0 12 8	1 13 7	70 2 3	87 12 10	.....	"
31 "	"	"	Spring steel	1 0 0 0	.....	.....	30 0 0	0 15 0	0 15 9	0 15 0	32 5 9	32 5 9	.....	"
22 April...	Martha Birnie	Stephens & Co.	Cast steel	1 18 1 8	.....	.....	107 6 0	1 8 9	3 19 10	0 5 10	113 0 5	59 1 3	.....	13/8/71
24 Aug. ...	Borealis	Hendry & Co.	24 pressure gauges .....	.....	.....	.....	39 10 0	1 1 0	1 11 7	0 0 4	42 2 11	.....	1 15 1	7/9/71
		Total.....			£	3,828 12 6	101 17 0	157 4 1	36 6 8	4,124 0 3				

GREAT NORTHERN RAILWAY.

RETURN of Permanent Way Material imported during the year 1867.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.
			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1867. 22 Mar..	Schiedam	Bolckow, Vaughan, & Co.	130 5 0 15	7 5 6	947 12 4	.....	.....	.....	.....	233 13 0	38 1 9	43 9 0	1,262 16 1	9 12 10	Oct., 1867.
22 "	"	" "	53 2 3 0	8 2 6	.....	.....	431 14 10	.....	.....	114 5 3	17 9 10	10 12 0	574 1 11	10 16 1	"
22 Jan...	"	" "	295 13 3 23	7 13 0	2,262 1 9	.....	.....	.....	.....	530 8 3	86 18 2	98 12 0	2,978 0 2	10 1 5	"
21 "	Merrie Monarch...	" "	300 0 0 0	7 19 0	2,385 0 0	.....	.....	.....	.....	461 5 0	89 4 11	100 0 0	3,035 9 11	10 2 4	"
21 "	Hohneman	" "	255 5 3 18	7 13 0	1,953 0 3	.....	.....	.....	.....	425 4 6	74 5 5	116 19 6	2,569 9 8	10 1 4	"
10 "	Caledonia	" "	214 16 0 11	7 13 0	1,643 5 1	.....	.....	.....	.....	330 5 4	61 15 4	98 7 0	2,133 12 9	9 18 10	"
18 Mar..	Eliz. Nicholson...	" "	25 2 0 26	8 10 0	.....	.....	213 9 0	.....	.....	53 15 10	7 11 3	2 10 0	277 6 1	11 0 10	"
1866. 22 Dec..	Oryx	Warner & Co.	41 0 0 0	4 1 0	.....	166 1 0	.....	.....	.....	73 10 11	6 11 7	13 13 4	259 16 10	6 6 9	"
21 "	"	" "	15 0 0 0	4 1 0	.....	60 15 0	.....	.....	.....	26 18 2	2 8 4	5 0 0	95 1 6	6 6 9	"
21 "	"	Patent Nut Co.....	1 5 0 0	12 17 6	.....	.....	.....	16 1 11	.....	2 11 3	0 11 9	0 5 0	19 9 11	15 11 11	"
13 "	"	" "	15 0 0 0	9 19 0	.....	.....	.....	.....	149 5 0	33 2 5	5 4 3	3 0 0	190 11 8	12 14 1	"
1866. 13 Dec..	"	Bolckow & Co.	152 9 1 9	7 13 0	1,166 7 4	.....	.....	.....	.....	234 8 4	44 0 1	50 16 0	1,495 11 9	9 16 3	"
1867. 23 Mar..	White Rose	"	39 17 3 0	8 10 0	.....	.....	339 0 11	.....	.....	74 8 10	12 17 4	8 0 0	434 7 1	10 17 10	"
23 "	"	"	250 2 1 10	7 13 0	1,913 8 0	.....	.....	.....	.....	384 11 1	71 19 10	83 8 0	2,453 6 11	9 16 3	"
23 Feb..	Prince Patrick ...	"	199 2 0 3	7 13 0	1,523 2 6	.....	.....	.....	.....	306 2 4	57 6 9	72 17 4	1,959 8 11	9 16 10	"
23 "	Kosciuiko	"	158 6 0 21	7 13 0	1,211 1 5	.....	.....	.....	.....	243 8 0	73 5 11	52 16 0	1,580 11 4	9 19 8	"
10 Apl...	Landsdowne	"	170 7 0 16	7 5 6	1,239 6 11	.....	.....	.....	.....	305 11 7	49 16 4	58 18 0	1,653 12 10	9 14 1	"
22 Mar..	Jan Kan Schoffelm	"	118 0 1 27	7 13 0	902 17 9	.....	.....	.....	.....	181 9 3	29 14 0	41 9 0	1,155 10 0	9 15 9	"
10 Apl...	Newhoff	"	2 0 0 0	8 10 0	.....	.....	17 0 0	.....	.....	3 14 11	0 12 3	0 8 0	21 15 2	10 17 7	"
		Total	2,436 16 1 11	.....	17,147 3 4	226 16 0	1001 4 9	16 1 11	149 5 0	4,018 14 3	729 15 1	861 0 2	24,150 0 6	.....
RETURN of Permanent Way Material imported during the year 1869.															
10 Apl...	Newhoff	Darlington Iron Co.	298 11 0 23	7 0 0	2,089 18 5	.....	.....	.....	.....	455 4 3	75 10 3	.....	2,620 12 11	8 15 7	Nov., 1869.
1869. 12 Apl...	Thyatira	"	75 0 0 0	7 0 0	525 0 0	.....	.....	.....	.....	114 7 1	18 18 3	.....	658 5 4	8 15 6	"
15 "	Damascus	"	277 7 3 2	7 2 6	1,976 9 5	.....	.....	.....	.....	530 13 10	73 10 5	.....	2,580 13 8	9 6 1	"
10 May..	Yosemite	"	22 18 0 4	7 2 6	.....	.....	163 3 6	.....	.....	44 0 6	6 3 7	.....	213 7 7	9 6 4	"
12 Apl...	Damascus	Bolt, Nut, & Fencing Co.	16 0 0 0	8 14 6	.....	.....	.....	.....	139 12 0	26 19 1	5 6 8	.....	171 17 9	10 14 10	"
12 "	"	"	9 0 0 0	10 17 9	.....	.....	.....	97 19 9	.....	14 14 0	3 1 1	.....	115 14 10	12 17 2	"
15 "	Star of Peace ...	Darlington Iron Co.	262 9 1 9	7 0 0	1,837 5 3	.....	.....	.....	.....	400 6 4	66 2 10	11 14 8	2,315 9 1	8 16 5	"
15 "	"	"	27 2 1 18	7 0 0	.....	.....	189 16 11	.....	.....	43 9 6	7 3 9	1 5 4	241 15 6	8 18 4	"
20 May..	Harlow	"	94 15 0 10	7 0 0	663 5 7	.....	.....	.....	.....	144 9 6	24 1 4	4 14 0	836 10 5	8 16 7	"
22 "	"	Warner & Co.	122 5 2 0	3 11 9	.....	438 13 3	.....	.....	.....	186 8 7	17 19 1	6 2 0	649 2 11	5 6 2	"

No. 18—continued.

GREAT NORTHERN RAILWAY.

RETURN of Permanent Way Material imported during the year 1869—continued.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Rails.	Ch'rs.	Fish-plates.	Bolts and Nuts.	Spikes.	Freight and Primags.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.
			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1869.															
17 Apl.	Ellen Stuart	Darlington Iron Co.	82 12 2 20	7 0 0	578 8 9					157 9 8	21 13 5		757 11 10	9 3 4	Nov., 1869.
23 "	"	Bolt and Nut Co.	20 0 0 0	8 14 6					174 10 0	41 4 11	6 7 5		222 2 4	11 2 1	"
23 "	"	"	10 0 0 0	10 17 9				108 17 6		20 12 5	3 18 4		133 8 3	13 6 10	"
17 May.	Chris. Thompson	Darlington Iron Co.	157 3 1 6	7 0 0	1,100 3 2					239 14 11	39 15 5		1,379 13 6	9 0 9	"
17 "	"	"	4 16 1 20	7 0 0						7 12 9	1 4 6	1 4 0	43 16 3	9 1 7	"
18 "	"	Warner & Co.	50 0 0 0	3 11 9		179 7 6				76 4 8	7 6 4		262 18 6	5 5 2	"
2 June	Centurion	Darling Iron Co.	123 10 3 26	7 0 0	864 16 11					188 6 8	31 7 3		1,084 10 10	8 15 7	"
2 "	"	"	17 9 2 6	7 0 0						26 13 8	4 9 2	4 7 6	157 17 2	9 0 6	"
11 "	"	Warner & Co.	140 1 1 0	3 11 9		502 9 5				213 11 1	20 10 5		736 10 11	5 5 2	"
15 April	Kosciusko	Darling Iron Co.	160 9 2 11	7 0 0	1,123 7 2					244 16 0	40 8 4		1,408 11 6	8 15 6	"
15 "	"	"	28 6 2 2	7 0 0					198 5 7	45 8 9	7 9 2		251 3 6	8 17 4	"
4 May	Star Queen	"	300 6 0 3	7 2 6	2,139 13 0					572 6 7	87 15 9	7 15 0	2,807 10 4	9 6 11	"
6 April	Dunkeld	"	100 3 2 8	7 2 6	713 15 5					190 18 7	26 12 1	6 5 0	937 11 1	9 7 2	"
31 Mar.	Young Australia.	"	94 19 3 3	7 0 0	664 18 5					181 0 10	24 17 2		870 16 5	9 3 3	"
17 May	Cornwallis	"	245 9 3 8	7 0 0	1,718 8 9					468 0 3	64 0 0	11 0 0	2,261 9 0	9 4 2	"
17 "	"	"	37 19 1 14	7 0 0					265 15 7	76 3 9	10 3 8	1 10 0	353 13 0	9 15 3	"
4 June	"	"	44 9 1 4	7 0 0	311 5 0					84 16 5	11 13 8	2 0 0	409 15 1	9 4 3	"
8 May	"	Warner & Co.	100 0 0 0	3 11 9		358 15 0				190 11 9	15 12 1	5 0 0	569 18 10	5 13 11	"
8 "	Naval Reserve	Darling Iron Co.	11 2 3 27	7 0 0						22 8 2	3 0 4		103 9 6	9 5 9	"
4 June	Royal Dane	Warner & Co.	229 8 0 0	3 11 9		822 19 6				437 3 10	35 9 0		1,295 12 4	5 12 11	"
5 "	"	Darling Iron Co.	78 3 2 13	7 0 0	547 5 4					148 19 11	20 9 8		716 14 11	9 3 4	"
11 "	Ascalon	Warner & Co.	59 14 0 0	3 11 9		214 3 6				91 0 6	8 14 8		313 18 8	5 15 2	"
25 "	La Hogue	Darling Iron Co.	55 10 1 2	7 0 0	388 11 11					105 16 1	21 8 4		515 16 4	9 5 10	"
31 May	Landsborough	Bolt and Nut Co.	12 0 0 0	10 17 9						24 10 9	4 3 8	0 12 0	159 19 5	13 6 7	"
31 "	"	"	58 0 0 0	8 14 6					506 1 0	117 9 0	19 14 5	2 18 0	646 2 5	11 2 8	"
		Total	3,427 6 1 15		17,242 12 6	2,516 8 2	1,051 4 5	337 10 3	820 3 0	5,933 14 7	836 1 6	66 7 6	28804 1 11		
RETURN of Permanent Way Material Imported during the year 1870.															
21 June	Chacaline	Darling Iron Co.	180 14 2 26	7 2 6	1,287 14 11					344 9 1	44 16 11		1,677 0 11	9 5 7	Mar., 1870.
16 "	"	Warner & Co.	190 0 0 0	3 11 9		682 14 0				362 13 9	30 6 8	11 0 0	1,086 14 5	5 14 5	"
8 "	"	Darling Iron Co.	111 16 2 12	7 0 0	782 16 4					214 17 0	29 5 11	6 6 0	1,033 5 3	9 4 10	"
8 June	"	"	22 7 0 19	7 0 0					156 10 1	43 4 6	5 17 3	1 2 0	206 13 10	9 4 10	"
17 "	Delawar	"	50 1 0 13	7 0 0	350 7 10					95 8 0	13 1 9		458 17 7	9 3 4	"
26 "	Light Brigade	Bolt & Nut Co.	65 0 0 0	8 14 6						132 14 2	21 3 1	3 9 0	724 8 9	11 2 10	"
20 "	"	"	12 0 0 0	10 17 9						25 0 0	4 4 5	0 13 0	160 10 5	13 7 6	"
20 "	"	Darling Iron Co.	142 4 2 16	7 0 0	995 12 6					271 1 5	37 3 6	7 0 0	1,310 17 5	9 4 4	"
10 "	"	Warner & Co.	265 2 3 0	3 11 9		951 3 6				505 6 3	40 17 10	13 8 0	1,510 15 7	5 13 10	"

GREAT NORTHERN RAILWAY.

RETURN of Permanent Way Material imported during the year 1869—continued.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Rails.	Chairs.	Fish Plates.	Bolts and Nuts.	Spikes.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.	
			tons. cwt. qrs. lb.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
1869.																
25 June	Vancouver	Darling Iron Co.	89 17 1 8	7 2 6	640 5 11					171 5 6	23 16 9		835 8 2	9 5 11	Mar., 1870.	
5 Aug.	"	Warner & Co.	100 0 0 0	3 12 9		363 15 0				190 11 9	15 13 1		569 19 10	5 13 11	"	
26 June	Sam Cearnes	Darling Iron Co.	496 2 0 11	7 0 0	3,472 14 8					945 10 1	129 12 7	24 16 0	4,572 13 4	9 3 4	"	
21 "	Wressel Castle	"	100 12 1 3	7 2 6	716 17 6					192 4 0	26 10 9		935 12 3	9 5 11	"	
26 "	"	"	28 12 2 5	7 2 6						57 2 0	7 16 10		268 12 8	9 7 9	"	
25 July..	Colerom	Warner & Co.	120 0 0 0	3 11 9		430 10 0				228 14 1	16 15 5		675 19 6	5 12 9	"	
20 "	Middlesex	"	120 0 0 0	3 11 9		430 10 0				228 14 1	24 0 5		683 4 6	5 13 10	"	
31 "	Parrama'ta	"	152 18 3 0	3 11 9		548 13 3				291 9 7	23 12 0		863 14 10	5 12 11	"	
6 Aug.	Castle Head	Darling Iron Co.	246 14 2 11	7 2 6	1,757 19 0					470 4 7	65 8 2		2,293 11 9	9 5 10	"	
6 "	Thos. Stephens	"	75 6 2 22	7 2 6	536 15 3					143 11 6	19 19 10		700 6 7	9 4 10	"	
6 "	Howarde Castle...	"	301 0 3 1	7 2 6	2,144 17 11					573 14 8	79 6 11		2,797 19 6	9 5 11	"	
6 "	Stockbridge	"	91 4 0 12	7 2 6	649 16 9					173 14 6	24 8 4		847 19 7	9 5 10	"	
30 June	Oriental	"	301 12 0 16	7 0 0	2,111 5 0					576 17 0	78 15 6		2,766 17 6	9 3 3	"	
30 "	"	"	20 10 0 12	7 0 0						39 4 0	5 7 5		188 2 2	9 3 4	"	
6 July	"	Warner & Co.	240 0 0 0	3 11 9		861 0 0				457 8 2	37 1 7		1,355 9 9	5 13 4	"	
6 "	Storm King	Bolt & Nut Co.	19 5 0 0	8 14 6						36 13 8	6 0 5		210 13 3	10 13 4	"	
6 "	"	"	7 15 0 0	10 12 9						14 16 3	2 11 2		101 15 0	13 2 6	"	
16 Aug..	"	Darling Iron Co.	293 14 3 3	7 0 0	2,056 3 6					559 16 7	76 6 6		2,692 6 7	9 13 4	"	
6 "	Challenger	"	53 10 3 1	7 2 6	381 9 2					101 19 4	14 3 7		497 12 1	9 5 10	"	
6 "	Lone Star	"	41 7 2 20	7 2 6	294 17 3					78 17 5	10 19 11		384 14 7	9 5 10	"	
6 "	Locknar	"	40 3 2 8	7 2 6	286 5 5					76 11 4	10 14 4		373 11 1	9 5 4	"	
29 April	Moravian	Ebber Vale Steel Co.	37 2 1 18	7 10 0	278 8 1					42 13 9	8 14 0		329 15 10	8 17 7	"	
29 "	"	Bolt & Nut Co.	10 0 0 0	12 0 0						11 10 0	3 9 2		134 19 2	13 9 11	"	
29 "	"	"	20 0 0 0	9 17 6						23 0 0	6 9 11		226 19 11	11 6 5	"	
29 "	Centurion	Ebber Vale Steel Co.	163 5 0 11	7 10 0	1,224 8 3					187 14 9	38 5 10		1,450 8 10	9 17 8	"	
29 "	Ascalon	"	201 1 3 8	7 10 0	1,508 3 8					231 5 0	47 4 6		1,786 13 2	8 17 8	"	
29 "	Damascus	"	70 14 2 5	7 10 0	530 9 1					81 6 6	16 12 8		628 8 3	8 17 8	"	
8 June	Queen of Nations	Shaw, Head, & Co.	60 15 3 12	3 12 9		221 2 8					6 19 2	70 6 11	298 8 9	4 18 1	"	
8 "	Col. Empire	"	31 9 3 11	3 12 9		114 11 0					3 11 6	36 8 9	154 11 3	4 18 2	"	
29 "	Geo. Thompson	"	96 16 3 11	3 12 9		352 5 5					11 18 2	112 1 1	476 4 8	4 18 4	"	
1 "	Col. Empire	"	55 17 2 9	7 10 0	419 1 10						13 2 1	64 5 2	496 9 1	8 17 8	"	
		Total	4,726 19 0 24		22,426 9 10	4956 4 10	504 0 2	335 0 7	932 11 8	8,181 4 3	1082 5 10	350 15 11	38,768 13 1			
					Imported during 1871.											
1870.																
29 June	Geo. Thompson	Shaw, Head, & Co.	9 14 3 2	3 12 9		35 8 6				11 4 0	0 7 1		46 19 7	4 16 6	May, 1871.	
20 April	Chris. Thompson	"	11 10 0 0	3 16 9		44 2 8				12 16 7	1 2 11		58 2 2	5 1 0	"	
20 "	"	"	2 6 1 0	12 0 0						2 18 9	0 13 4		31 7 8	13 11 6	"	
		Total	23 11 0 2			79 11 2		27 15 7		26 19 4	2 3 4		136 9 5			

No. 18—continued.
GREAT NORTHERN RAILWAY.
SUMMARY.

Date of Invoice.	Tonnage.	Rails.	Chairs.	Fish-plates.	Bolts and Nuts.	Spikes.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.
	tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1867	2,436 16 1 11	17,147 3 4	226 16 9	1,001 4 9	16 1 11	149 5 0	4,018 14 3	729 15 1	861 0 2	24,150 0 6
1869	3,427 6 1 15	17,242 12 6	2,516 8 2	1,051 4 5	337 10 3	820 3 0	5,933 14 7	836 1 6	66 7 6	28,804 1 11
1870	4,726 19 0 24	22,426 9 10	4,956 4 10	504 0 2	335 0 7	932 11 8	8,181 4 3	1,082 5 10	350 15 11	38,768 13 1
1871	23 11 0 2	.....	79 11 2	.....	27 15 7	.....	26 19 4	2 3 4	.....	136 9 5
Total	10,614 13 3 24	56,816 5 8	7,779 0 2	2,556 9 4	716 8 4	1,901 19 8	18,160 12 5	2,650 5 9	1,278 3 7	91,859 4 11

GREAT NORTHERN RAILWAY.
RETURN of Miscellaneous Articles imported during the year 1869.

Date of Invoice.	Name of Ship.	From whom purchased.	Tonnage.	Cost per Ton.	Bridge-work.	Crossing.	Switches.	Treenails.	Wrought Spikes.	Freight and Primage.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Date received.	
1869.			tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
23 April	Ellen Stuart	Parkgate Iron Co...	45 4 0 7	8 17 6	421 6 10	.....	.....	.....	.....	94 16 0	21 5 10	11 13 9	549 2 5	11 15 7	Nov., 1869
23 "	"	"	1 8 2 6	14 2 6		"
31 Mar..	Dunkeld	Darling Iron Co.	215 18 2 17	8 10 0		534 1 2	99 17 2	13 17 6	2,558 2 4	11 11 3	"
	"	"	5 5 3 10	13 15 0	1,910 6 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	"
		Total	267 17 0 12	.....	2,331 13 4	.....	.....	.....	.....	628 17 2	121 3 0	25 11 3	3,107 4 9	.....	
RETURN of Miscellaneous Articles imported during the year 1870.																
23 June	Landsborough	Ransome & Sims	*1,250	2 10 6	.....	.....	.....	.....	3 3 1	0 10 4	0 9 1	.....	4 2 6	3 6 0*	Mar., 1870
	"	"	*1,250	4 16 0	.....	.....	.....	6 0 0	.....	0 11 4	0 12 1	.....	7 3 5	3 16 9*	"
17 July..	"	Vickers & Son... (50)	20 18 0 9	.....	764 7 6	.....	.....	.....	.....	74 4 6	37 2 6	3 0 0	878 14 6	17 11 6	each.
15 Aug..	Vancouver	Darling Iron Co.	278 5 0 0	.....	3,789 12 5	.....	.....	.....	.....	670 3 1	189 14 6	.....	4,649 10 0	16 14 3	each.
16 July	Sam Carnes	Kennard Bros.	60 3 0 0	.....	.....	813 15 0	.....	.....	.....	114 12 9	40 4 0	2 17 0	971 8 9	19 8 7	each.
16 Sept..	Maid of Judah	Parkgate Co.....	9 12 3 0	14 2 6	136 2 7	.....	.....	.....	.....	12 0 2	6 12 0	.....	154 14 9	11 1 5	
12 Oct..	Locknar	"	103 6 0 0	.....	1,321 9 8	.....	.....	.....	.....	249 5 10	68 17 3	.....	1,639 12 9	15 17 5	
16 Sept..	Cyral	"	205 2 0 8	.....	2,803 14 6	.....	.....	.....	.....	495 2 9	140 7 9	.....	3,439 5 0	16 13 4	
1870.																
20 April	City of Aberdeen	Vickers & Son	1 16 1 18	.....	.....	15 19 6 Duplicate.	.....	.....	.....	1 7 0	0 7 9	.....	17 14 3	.....	
		Total .....	.....	.....	8,050 19 2	780 7 0	813 15 0	6 0 0	3 3 1	1,617 17 9	484 6 11	5 17 0	11,762 5 11	.....	

* Per 1,000.

No. 19.

PUBLIC DEBT FOR RAILWAYS.

STATEMENT showing the Amounts appropriated for Railway Services; the Amounts expended, and the Balances retained or written off on 31st December, 1871.

Appropriations.	Particulars.	Amount expended.	Balances	
			Retained.	Written off.
£ s. d.	16 VICTORIA, No. 39.	£ s. d.	£ s. d.	£ s. d.
217,500 0 0	Loan to the Sydney Railway Company.....	217,500 0 0	.....	.....
	18 VICTORIA, No. 40.			
400,000 0 0	Construction of Railways.....	400,000 0 0	.....	.....
224,733 18 8	Purchase of the properties of the Sydney Railway and of the Hunter River Railway Companies.....	224,733 18 8	.....	.....
	19 VICTORIA, Nos. 38 & 40.			
62,500 0 0	Railway, Sydney to Liverpool; and Railway, Newcastle to Maitland	61,803 15 3	696 4 9	.....
50,000 0 0	Surveys, experiments, and preparations for the extension of Railways	37,283 3 2	12,716 16 10	.....
	20 VICTORIA, No. 1.			
200,000 0 0	Railway Works	200,000 0 0	.....	.....
	20 VICTORIA, No. 34.			
300,000 0 0	Railway Works	299,927 9 4	72 10 8	.....
	22 VICTORIA, No. 22.			
712,000 0 0	Extension of existing Railways	711,999 18 0	.....	0 2 0
8,000 0 0	Railway Trial Surveys	8,000 0 0	.....	.....
	23 VICTORIA, No. 10.			
1,300 0 0	Valuation of Land	1,296 0 0	.....	4 0 0
9,021 0 0	Works in progress—Authorized Extensions	8,645 2 8	.....	375 17 4
23,949 0 0	Trial Surveys	23,941 1 8	.....	7 18 4
54,100 0 0	New Works	50,958 14 4	3,141 5 8	.....
	24 VICTORIA, No. 24.			
1,300 0 0	Valuation of Land	1,300 0 0	.....	.....
7,020 0 0	Works in progress—Authorized Extensions	6,718 9 5	.....	301 10 7
	25 VICTORIA, No. 19.			
675 0 0	Valuation of Land	671 1 8	.....	3 18 4
9,184 0 0	Works in progress—Authorized Extensions	8,168 13 2	.....	1,015 6 10
20,000 0 0	Northern Line to Terminus at Morpeth	20,000 0 0	.....	.....
5,000 0 0	Carriage-shed and Machine-shop, and fixing Engine Turn-table, &c., Northern Line	833 19 11	4,166 0 1	.....
40,000 0 0	Bridge over Hunter River, at Singleton	40,000 0 0	.....	.....
70,000 0 0	Bridge over the Nepean, at Penrith	70,000 0 0	.....	.....
688,000 0 0	Great Southern Line to Goulburn	687,999 8 0	0 12 0	.....
16,200 0 0	Land for Great Southern Railway to Goulburn	16,200 0 0	.....	.....
20,000 0 0	Engines for Southern Extensions	20,000 0 0	.....	.....
7,000 0 0	Trial Surveys	7,000 0 0	.....	.....
30,000 0 0	Great Western Line to the Nepean	30,000 0 0	.....	.....
250,000 0 0	Great Western Line from Penrith towards Bathurst	250,000 0 0	.....	.....
250,000 0 0	Great Northern Line towards Armidale	250,000 0 0	.....	.....
60,000 0 0	Horse Railway Line from Blacktown to Windsor and Richmond.....	60,000 0 0	.....	.....
10,000 0 0	Additions and alterations to Workshops and Stations	9,998 7 6	1 12 6	.....
	26 VICTORIA, No. 14.			
700 0 0	Valuation of Land	696 0 0	.....	4 0 0
11,182 0 0	Works in progress—Authorized Extensions	10,523 3 5	.....	658 16 7
1,000 0 0	Bridge over the Railway, near Newcastle	1,000 0 0	.....	.....
16,000 0 0	Additional Line from Newcastle to Wallsend Junction	14,684 8 6	1,315 11 6	.....
350 0 0	Additional Telegraph Wire for Railway purposes from Parramatta to Penrith	336 5 6	.....	13 14 6
675 0 0	Additional Telegraph Wire for Railway purposes from Campbelltown to Pictou.....	514 16 8	160 3 4	.....
	27 VICTORIA, No. 14.			
215,414 3 1	Extension to Goulburn.....	215,414 3 1	.....	.....
3,932 2 8	Workshops, Southern Line	3,932 2 8	.....	.....
2,480 14 3	Workshops, Northern Line	2,431 7 6	49 6 9	.....
13,000 0 0	Rolling Stock, Northern Line	13,000 0 0	.....	.....
23,000 0 0	Locomotive Engines, Western Line	23,000 0 0	.....	.....
20,000 0 0	Carriages, Break-vans, Western Line	20,000 0 0	.....	.....
35,000 0 0	Locomotive Engines, Northern Line	35,907 0 6	4,092 19 6	.....
1,000 0 0	Traversers for Coal Sidings, Newcastle .....	.....	.....	.....
4,000 0 0	Ballast-waggons for Northern, Southern, and Western Lines.....	.....	.....	.....
50,000 0 0	Extension into Goulburn.....	50,000 0 0	.....	.....
150,000 0 0	Extension into Bathurst	150,000 0 0	.....	.....
15,000 0 0	Richmond and Windsor Lines	15,000 0 0	.....	.....
7,500 0 0	Purchase of Land for Morpeth Railway	7,493 18 4	6 1 8	.....
5,000 0 0	Siding into Cemetery at Haslem's Creek	4,821 5 6	178 14 6	.....
900 0 0	Wharf, Carriage, Dock, and Siding, Newcastle Station and West Maitland.....	900 0 0	.....	.....
970 0 0	New Passenger Station, Platform, and Station at Hexham	970 0 0	.....	.....

No. 19—continued.

Appropriations.	Particulars.	Amount expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
3,500 0 0	Coal Sidings at Newcastle	566 13 9	2,933 6 3	.....
400 0 0	Passenger Station and Platform at Rooty Hill, Western Line	400 0 0	.....	.....
900 0 0	Three Gate-houses on Western Line	831 10 5	68 9 7	.....
110 0 0	Stables at Newcastle	110 0 0	.....	.....
29 VICTORIA, No. 9.				
650 0 0	Station at Riverstone	650 0 0	.....	.....
650 0 0	Station at Mulgrave	650 0 0	.....	.....
9,000 0 0	Additional Ballast and Goods Trucks	9,000 0 0	.....	.....
10,000 0 0	Windsor and Richmond Line	10,000 0 0	.....	.....
850 0 0	Land at Newtown for Siding	820 17 8	29 2 4	.....
10,000 0 0	Additional Rolling Stock	10,000 0 0	.....	.....
20,000 0 0	Additional Goods accommodation, Sydney Station ..	19,999 18 0	.....	0 2 0
12,000 0 0	Railway sheds	12,000 0 0	.....	.....
5,000 0 0	Additional accommodation, Stations	5,000 0 0	.....	.....
6,000 0 0	Claims for Land on the Penrith, Picton, and Sing- leton Extensions	619 19 6	5,380 0 6	.....
650 0 0	Station at Douglas Park	640 14 3	9 5 9	.....
20,000 0 0	Extension of Great Northern Line to Terminus at Morpeth	19,992 18 11	7 1 1	.....
29 VICTORIA, No. 23.				
200,000 0 0	Extension of the Great Western Line	200,000 0 0	.....	.....
400,000 0 0	Extension of the Great Northern Line	349,112 0 2	50,887 19 10	.....
20,000 0 0	Relaying the Line from Sydney to Parramatta Junction ..	20,000 0 0	.....	.....
4,000 0 0	Enlarging Railway Bridges at East Maitland	2,508 17 2	1,491 2 10	.....
5,000 0 0	Additional accommodation to Stations	5,000 0 0	.....	.....
10,000 0 0	Additional Goods Waggon's	10,000 0 0	.....	.....
33,000 0 0	One-third the cost of the Bridge over the Nepean, defrayed for Railway Loan	33,000 0 0	.....	.....
15,500 0 0	One-third the cost of Bridge at Singleton, defrayed from Railway Loan	12,160 3 3	3,339 16 9	.....
30 VICTORIA, No. 23.				
3,000 0 0	Engine-shed, Windsor and Richmond Line	71 15 0	2,928 5 0	.....
5,000 0 0	Trial Surveys for the Extensions of the Great Southern and Western Railways	5,000 0 0	.....	.....
25,000 0 0	Compensation for Land taken on the Ultimo Estate..	25,000 0 0	.....	.....
31 VICTORIA, No. 11.				
1,000,000 0 0	Railway Works—Extension to Bathurst and Goulburn	999,893 12 5	106 7 7	.....
31 VICTORIA, No. 27.				
3,412 0 0	Half the cost of Telegraph Line from Picton to Goulburn, along the line of Railway, chargeable to Railways	3,411 2 0	0 18 0	.....
3,719 0 0	Half the cost of Telegraph Line from Penrith to Bathurst, along the line of Railway, chargeable to Railways	3,511 0 10	207 19 2	.....
32 VICTORIA, No. 13.				
60,000 0 0	Towards cost of additional Rolling Stock for Railway purposes	60,000 0 0	.....	.....
10,000 0 0	Compensation for Land taken at Honeysuckle Point..	9,852 7 2	147 12 10	.....
34 VICTORIA, No. 2.				
13,000 0 0	New Machine-shop, running shed, erecting shop and stores at Newcastle, including roads connected therewith	2,824 8 0	10,175 12 0	.....
2,000 0 0	Additional Machinery	58 7 1	1,941 12 11	.....
30,500 0 0	New Station, Workshops for carriage and waggons department, carriage shed, roofing steam hammer furnaces and machinery, Redfern, including roads connected therewith	304 1 4	30,195 18 8	.....
5,000 0 0	Excavating Station-yard, Redfern .....	.....	5,000 0 0	.....
3,500 0 0	Additional Machinery	2,267 7 1	1,232 12 11	.....
6,000 0 0	New Passenger Station and Platforms, Newcastle, including road approaches .....	.....	6,000 0 0	.....
60,000 0 0	Construction of Rolling-stock	59,208 8 9	791 11 3	.....
35,000 0 0	Completion of the relaying of the Line from Sydney to Parramatta	27,072 1 5	7,927 18 7	.....
17,000 0 0	Completion of new Goods Shed, Sydney, and Roads and Sidings in connection with same	14,518 9 10	2,481 10 2	.....
5,000 0 0	Extension to Morpeth	4,626 17 11	373 2 1	.....
2,000 0 0	Land for Windsor and Richmond Line	1,292 14 9	707 5 3	.....
35 VICTORIA, No. 5.				
124 0 0	Construction of Railway Sheds	122 9 5	1 10 7	.....
230,000 0 0	Completion of Lines already sanctioned	107,402 14 6	122,597 5 6	.....
70,000 0 0	Construction of Rolling Stock manufactured in the Colony	45,238 7 6	24,761 12 6	.....
6,701,051 18 8		£ 6,390,343 12 6	308,322 19 8	2,385 6 6

No. 24—continued.

DETAILED STATEMENT of Working Expenses as per Schedules of Expenditure in Revenue Account for the year 1870.

Schedules.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 4,242 4 9	£ 6,248 3 8	£ 3,520 8 11	£ 481 4 0	£ 14,492 1 4
2 Wages of engine-cleaners and out-door labourers	1,328 16 9	1,467 6 9	826 15 0	113 0 2	3,735 18 8
3 Cost of fuel for engines and wages of fuelmen	2,547 18 6	6,456 16 6	3,637 19 11	497 5 4	13,140 0 3
4 Water and repairs of engines for pumping	508 7 6	1,070 9 7	603 3 1	82 8 10	2,264 9 0
5 Oil, tallow, waste, and sundry stores	997 14 1	2,354 5 2	1,326 9 5	181 6 3	4,859 14 11
6 Clothing					
REPAIRING ENGINES.					
1 Locomotive foreman and time-keepers	133 0 0	394 2 4	222 1 3	30 7 1	779 10 8
2 Wages for repairs and renewals of engines	3,483 14 8	3,921 7 6	2,209 8 9	302 0 1	9,916 11 0
3 Materials for do. do.	1,508 13 5	2,181 5 8	1,229 0 4	167 19 10	5,086 19 3
4 Repairs of machinery and workshops	289 5 7	835 7 11	470 13 10	64 6 10	1,659 14 2
5 Tools and implements	214 16 3	743 14 8	419 1 1	57 5 6	1,434 17 6
6 General charges	18 13 0	13 1 9	7 7 6	1 0 2	40 2 5
7 Fuel and lighting	23 2 5	306 16 10	172 16 7	23 10 5	526 6 3
8 Casualties	304 10 11	102 16 11	57 19 0	7 18 6	473 5 4
	15,600 17 10	26,095 15 3	14,703 4 8	2,009 13 0	58,409 10 9
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages	1,067 1 1	2,047 3 7	1,153 9 2	157 13 3	4,425 7 1
2 Materials for do. do.	371 12 4	1,144 15 2	644 19 11	88 3 5	2,249 10 10
3 Casualties		49 12 2	27 19 2	3 16 7	81 7 11
WAGGON REPAIRS.					
1 Wages for repairs of waggons	903 17 10	1,547 5 9	871 14 11	119 4 5	3,442 2 11
2 Materials for do.	527 10 11	1,704 12 0	960 9 0	131 5 4	3,323 17 3
3 Casualties	123 13 6	47 3 11	26 11 11	3 12 9	201 2 1
	2,993 15 8	6,540 12 7	3,685 4 1	503 15 9	13,723 8 1
C. MAINTENANCE OF WAY.					
1 Salaries and wages of inspectors, &c.	189 4 0	1,243 6 8	492 15 9	67 15 1	1,993 1 6
2 Repairs of permanent way	7,128 4 8	13,351 15 0	7,304 8 6	1,529 4 9	29,313 12 11
3 Tools and implements	378 8 4	341 10 6	84 10 3	11 10 2	815 19 3
4 Ballasting	940 2 0	3,376 9 4	655 8 7	14 9 3	4,986 9 2
5 Slips	8 14 3	84 1 6	691 18 1		784 13 10
6 Repairs of tunnels, viaducts, bridges, &c.	1,680 2 6	1,046 4 1	536 5 10	21 16 1	3,284 8 6
7 Repairs of sidings, turntables, &c.	25 16 1	108 9 3	36 2 10	0 3 11	170 12 1
8 Repairs of gates, fences, &c.	139 10 7	400 19 7	115 8 1	0 1 4	655 19 7
9 Relaying line	2,016 0 1	1,869 19 6	171 19 6	683 19 9	4,741 18 10
10 Repairs of stations, platforms, and buildings	513 18 6	829 1 4	22 6 7	131 15 11	1,497 2 4
11 Repairs of signals, cranes, weighing-machines, &c.	140 11 4	213 0 5	11 14 11	1 10 0	366 16 8
12 Repairs of approach roads	12 2 0	862 16 5	207 13 0		1,082 11 5
13 Casualties	1,590 12 1	2,912 9 6	426 4 9	30 16 0	4,960 2 4
14 Branches		1 18 8			1 18 8
	14,763 6 5	26,642 1 9	10,756 16 8	2,493 2 3	54,655 7 1
D. COACHING CHARGES.					
1 Wages, clerks, inspectors, guards, &c.	6,061 7 1	13,158 18 9	5,882 6 5	919 9 7	26,022 1 10
2 Compensation		3 11 0	67 3 7		70 14 7
3 Travelling expenses	40 7 6	9 7 0	4 16 0		54 10 6
4 Delivering parcels					
5 Horse and coach hire		7 15 3	2 12 1	0 7 2	10 14 6
6 Advertising	23 7 4	32 18 9	35 9 4	0 18 4	92 13 9
7 Stationery and printing	7 7 9				7 7 9
8 Fuel and stores	462 4 1	1,246 16 8	628 4 1	53 6 6	2,390 11 4
9 Clothing	187 15 0	273 15 5	140 8 9	21 6 1	623 5 3
10 General charges	8 12 2	28 11 1	27 0 9	1 16 8	66 0 8
11 Repairing station furniture, fittings, and implements	80 10 5	59 9 7	36 17 3	4 4 4	181 1 7
12 Making and repairing lamps	11 9 6	71 15 7	37 0 9	18 4 5	138 10 3
13 Mortuary		212 8 0			212 8 0
	6,883 0 10	15,105 7 1	6,861 19 0	1,019 13 1	29,870 0 0
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	5,356 19 0	10,798 8 3	4,499 16 11	389 12 1	21,044 16 3
2 Compensation	64 2 10	79 9 2	98 1 0	15 9 1	257 2 1
3 Horse hire	193 8 8	599 6 6	226 10 5	23 8 11	1,042 14 6
4 Travelling expenses		2 8 10	13 11 5	0 3 9	16 4 0
5 Stationery and printing					
6 Fuel and stores	36 7 5	868 1 0	115 4 5	23 9 6	1,043 2 4
7 Sheet repairs	620 9 2	1,504 19 7	861 8 10	40 5 6	3,027 3 1
8 Greasing waggons	530 6 3	3 3 4			533 9 7
9 Clothing		20 5 3			20 5 3
10 General charges	6 10 0	34 12 11	27 14 10	1 16 2	70 13 11
11 Steam cranes	5,382 10 1				5,382 10 1
	12,190 13 5	13,910 14 10	5,842 7 10	494 5 0	32,438 1 1
F. GENERAL CHARGES.					
1 Proportion of general establishment	2,656 8 10	2,567 12 9	1,446 13 11	197 14 11	6,868 10 5
2 Auditing	389 14 11	716 10 4	403 17 1	55 0 8	1,565 3 0
3 Advertising					
4 Stationery and printing		29 13 0	16 14 0	2 5 9	48 12 9
5 Travelling expenses	14 7 0	28 14 3	15 5 6	1 16 9	60 3 6
6 Office expenses and contingencies	182 18 0	814 2 7	354 5 1	56 12 10	1,407 18 6
7 Repairs of store fittings	10 13 1	1 19 11	0 3 5	0 0 6	12 16 11
8 Store wages	508 6 9	1,318 0 2	714 6 8	97 12 8	2,638 6 3
9 Railway telegraphs	11 4 0	173 16 1	6 11 0	0 13 0	192 4 1
Holiday	77 1 8	120 10 1	67 18 1	9 5 8	274 15 6
	3,850 14 3	5,770 19 2	3,025 14 9	421 2 9	13,068 10 11
G. IMPROVEMENTS	304 17 0	2,354 15 3	1,069 8 2	109 3 6	*3,838 3 11
Total	56,587 5 5	96,420 5 11	45,944 15 2	7,050 15 4	206,003 1 10

* In Appendix No. 12, this amount (£3,838 3s. 11d.) is appropriated to Locomotive Power and Maintenance of Way, Schedules A and C.

No. 24—continued.

DETAILED STATEMENT of Working Expenses as per Schedules of Expenditure in Revenue Account for the year 1871.

Schedules.	Great Northern Line.	Great Southern Line.	Great Western Line.	Richmond Line.	Total.
A. LOCOMOTIVE POWER.					
1 Wages of enginemen and firemen	£ 3,743 19 10	£ 5,729 19 0	£ 3,466 8 2	£ 413 7 1	£ 13,353 14 1
2 Wages of engine-cleaners and out-door labourers	1,149 2 7	1,480 6 4	895 13 8	107 0 8	3,632 3 3
3 Cost of fuel for engines and wages of fuelmen	2,479 0 4	5,431 16 3	3,286 10 11	392 14 6	11,590 2 0
4 Water and repairs of engines for pumping	651 10 3	941 7 6	569 11 10	68 1 5	2,230 11 0
5 Oil, tallow, waste, and sundry stores	930 7 9	2,334 1 0	1,412 4 8	168 15 2	4,845 8 7
6 Clothing					
REPAIRING ENGINES.					
1 Locomotive foreman and time-keepers	130 9 0	233 6 9	141 3 4	16 17 11	521 17 0
2 Wages for repairs and renewals of engines	2,824 7 0	3,477 15 7	2,104 4 11	251 9 0	8,657 16 6
3 Materials for do. do.	1,225 0 8	2,024 9 7	1,224 18 5	146 7 6	4,620 16 2
4 Repairs of machinery and workshops	271 7 1	765 14 10	403 6 2	55 7 5	1,555 15 6
5 Tools and implements	144 14 8	519 15 0	314 9 8	37 11 8	1,016 11 0
6 General charges	14 4 2	3 11 2	2 3 4	0 5 3	20 3 11
7 Fuel and lighting	21 4 11	297 1 0	179 14 10	21 9 8	519 10 5
8 Casualties	33 6 1	18 14 9	11 7 0	1 7 3	64 15 1
9 Improvements	302 10 5	125 2 9	75 14 4	9 1 0	572 8 6
	13,981 4 9	23,383 1 6	14,147 11 3	1,689 15 6	53,201 13 0
B. CARRIAGE REPAIRS.					
1 Wages for repairs and renewals of carriages	603 13 7	1,695 16 7	1,026 1 7	122 12 4	3,448 4 1
2 Materials for do. do.	280 2 4	897 6 2	542 18 8	64 17 8	1,785 4 10
3 Casualties		4 1 7	2 9 8	0 6 0	6 17 3
WAGGON REPAIRS.					
1 Wages for repairs of waggons	1,121 17 11	1,374 8 0	831 11 9	99 7 6	3,427 5 2
2 Materials for do.	539 8 3	959 4 0	580 7 5	69 7 2	2,148 6 10
3 Casualties	33 5 0	24 13 10	14 19 1	1 15 10	74 13 9
	2,578 7 1	4,955 10 2	2,998 8 2	358 6 6	10,890 11 11
C. MAINTENANCE OF WAY.					
1 Salaries and wages of inspectors, &c.	250 0 0	549 16 0	374 18 8	92 13 7	1,267 8 3
2 Repairs of permanent way	7,533 16 5	13,335 8 1	8,217 2 9	1,712 16 6	30,799 3 9
3 Tools and implements	420 6 9	362 15 10	120 3 0	7 6 5	910 12 0
4 Ballasting	1,290 16 8	3,020 10 11	312 7 6	64 0 5	4,687 15 6
5 Slips	0 14 10	635 6 8	470 17 6	3 13 6	1,110 12 6
6 Repairs of tunnels, viaducts, bridges, &c.	1,925 9 7	1,498 17 11	942 3 2	66 8 3	4,432 18 11
7 Repairs of sidings, turntables, &c.	849 9 6	111 13 4	2 11 7	0 17 6	964 11 11
8 Repairs of gates, fences, &c.	259 1 1	381 0 7	117 19 10	26 11 0	784 12 6
9 Relaying line	3,124 14 0	3,221 8 11	1,950 9 6		8,296 12 5
10 Repairs of stations, platforms, and buildings	433 2 6	727 3 3	269 16 0	157 6 1	1,587 7 10
11 Repairs of signals, cranes, weighing-machines, &c.	58 17 1	219 8 6	42 7 9	9 1 4	329 14 8
12 Repairs of approach roads	40 11 1	204 7 6	402 13 0		647 11 7
13 Casualties	0 17 3	290 8 11	23 14 3		315 9 5
14 Branches					
	16,187 16 9	24,558 6 5	13,247 4 6	2,140 14 7	56,134 2 3
D. COACHING CHARGES.					
1 Wages, clerks, inspectors, guards, &c.	6,090 17 10	10,779 11 6	6,081 15 7	678 8 9	23,630 13 8
2 Compensation	10 0 0	49 16 6	1,230 1 4	13 17 1	1,303 14 11
3 Travelling expenses	1 7 0	6 0 0	9 0 0		16 7 0
4 Delivering parcels					
5 Horse and coach hire					
6 Advertising	0 19 9	1 9 10	0 14 4	0 1 10	3 5 9
7 Stationery and printing	1 0 1	0 11 9	0 7 3	0 1 0	2 0 1
8 Fuel and stores	418 15 7	637 15 3	482 3 1	37 9 0	1,576 2 11
9 Clothing	100 6 6	283 10 8	162 10 5	18 10 2	564 17 9
10 General charges		11 1 0	2 13 3	0 6 6	14 0 9
11 Repairing station furniture, fittings, and implements	67 5 0	89 7 9	51 14 5	7 14 4	216 1 6
12 Making and repairing lamps	10 19 3	106 2 1	66 6 4	6 8 0	189 15 8
13 Mortuary		245 17 1			245 17 1
	6,701 11 0	12,211 3 5	8,087 6 0	762 16 8	27,762 17 1
E. GOODS CHARGES.					
1 Wages of clerks, inspectors, &c.	5,379 10 6	10,494 1 4	3,843 1 10	561 12 8	20,278 6 4
2 Compensation	143 16 10	86 14 4	27 16 5	2 16 3	261 3 10
3 Horse hire	215 1 6	779 3 3	662 1 9	36 3 3	1,692 9 9
4 Travelling expenses		1 14 6	12 8 0		14 2 6
5 Stationery and printing					
6 Fuel and stores	37 18 6	1,070 6 3	300 12 2	54 16 1	1,463 13 0
7 Sheet repairs	795 10 8	649 10 0	392 19 11	46 19 4	1,884 19 11
8 Greasing waggons	549 5 6	211 12 10	127 16 11	15 5 8	904 0 11
9 Clothing	89 13 0	23 19 0	1 14 2	0 4 2	115 10 4
10 General charges	0 4 9	18 2 6	8 15 4	1 1 5	28 4 0
11 Steam cranes	4,680 7 3				4,680 7 3
	11,891 8 6	13,335 4 0	5,377 6 6	718 18 10	31,322 17 10
F. GENERAL CHARGES.					
1 Proportion of general establishment	2,417 1 8	2,530 7 0	1,531 0 1	182 19 1	6,661 7 10
2 Auditing	417 1 4	616 17 3	373 4 8	44 12 2	1,451 15 5
3 Advertising		1 0 2	0 12 3	0 1 7	1 14 0
4 Stationery and printing	3 10 9				3 10 9
5 Travelling expenses	11 8 0	39 4 0	25 4 4	3 7 8	79 4 0
6 Office expenses and contingencies	157 8 5	768 8 7	342 2 8	40 2 11	1,308 2 7
7 Repairs of store fittings	4 10 7	9 4 1	4 10 4	0 10 11	18 15 11
8 Store wages	477 5 11	977 0 7	591 3 0	70 12 11	2,116 2 5
9 Railway telegraphs	10 18 0	195 4 2	77 12 9	6 1 11	289 16 10
Holiday	0 6 6	24 8 10	14 15 8	3 14 6	43 5 6
	3,499 11 2	5,161 14 8	2,960 5 9	352 3 8	11,973 15 3
G. IMPROVEMENTS					
	888 12 0	3,630 3 5	903 5 2	357 12 0	5,779 12 7*
GRAND TOTAL	£ 55,728 11 3	87,235 3 7	47,721 7 4	6,380 7 9	197,065 9 11

* In Appendix No. 12 this amount, £5,779 12s. 7d., is appropriated to Locomotive power and maintenance of Way, Schedules A and C.

No. 25.

RETURN of the number of Passengers, Tonnage of Goods, Total Earnings, Working Expenses, Net Earnings, Capital invested, and Interest on Capital, each Year, from 1855 to 1871, inclusive.

Year.	Length of Line, 31 December.	Number of Passengers.	Tonnage of Goods.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Net Earnings.	Capital invested on Lines open.	Interest on Capital.
	Miles.			£	£	£	£	£	£	₤ cent.
1855	14	98,846	No record	9,093	156	9,249	5,959	3,290	515,347	638
1856	23	350,724	2,469	29,526	2,757	32,283	21,788	10,495	683,217	1536
1857	40	329,019	20,847	34,970	8,417	43,387	31,338	12,050	1,023,838	1176
1858	55	376,492	33,385	45,858	16,451	62,309	43,928	18,381	1,231,867	1492
1859	55	425,877	43,020	46,502	15,258	61,760	47,598	14,162	1,278,416	1107
1860	70	551,044½	55,394	45,428	16,841	62,269	50,427	11,841	1,422,672	832
1861	73	595,591½	101,130	49,637	25,367	75,004	61,187	13,817	1,536,032	899
1862	97	642,431	205,139	62,096	41,775	103,871	68,725	35,146	1,907,807	1842
1863	124	627,164	218,535	71,297	52,644	123,941	96,867	27,073	2,466,950	1097
1864	143	693,174½	379,661	81,487	66,167	147,653	103,715	43,938	2,631,790	1669
1865	143	751,587	416,707	92,984	73,048	166,032	108,926	57,106	2,746,373	2079
1866	143	668,330	500,937	85,636	82,899	168,535	106,230	62,305	2,786,094	2236
1867	204	616,375	517,022	87,564	101,508	189,072	117,324	71,748	3,282,320	2185
1868	247	714,563	596,514	99,408	124,951	224,359	144,201	80,158	4,060,950	1973
1869	318	759,635	714,113	109,427	155,548	264,975	176,362	88,613	4,681,329	1892
1870	339	776,707	766,523	117,854	189,288	307,142	206,003	101,139	5,566,092	1817
1871	358	759,062	741,986	129,495	225,827	355,322	197,065	158,257	5,887,258	2688

No. 26.

TABULAR SYNOPSIS of the Cost of Construction and Working, the movement of the Traffic in Passengers and Goods, and the Gross and Net Revenue, for the years 1865 to 1871 inclusive.

Mileage and Heads of Traffic.	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Lines open for traffic on 31 December Miles	143	143	204	247	318	339	358
Mileage of passenger trains..... "	317,227	324,584	403,913	503,456	564,824	571,188	561,942
Mileage of goods trains "	166,219	165,891	196,838	263,073	328,728	329,951	369,391
Mileage shunting, &c "	102,262	122,670	116,712	138,855	197,637	249,351	246,189
Total mileage..... "	585,708	613,145	717,463	907,384	1,091,189	1,150,490	1,177,522
First-class passengers No.	58,221	51,429	47,183	65,951	76,473	82,800	93,646
Second-class passengers "	693,366	616,901	569,192	648,612	683,162	693,907	665,416
First and second class passengers "	751,587	668,330	616,375	714,563	759,635	776,707	759,062
Season-ticket holders "	1,563	1,718	2,017	1,992	2,165	2,614	2,766
Horses "	6,198	4,800	4,469	4,668	4,870	4,700	3,860
Carriages "	2,068	1,944	1,709	1,942	1,928	1,906	1,904
Dogs "	3,255	2,819	2,532	2,795	3,006	3,600	3,378
Goods—Southern and Western Tons	71,834	81,473	88,132	104,287	121,327	127,018	130,432
" Northern..... "	344,873	419,464	428,890	492,227	592,786	639,505	611,554
Coals and coke, &c. "	306,578	394,372	400,123	458,605	549,682	584,819	557,861
General merchandise "	110,129	106,565	116,899	137,909	164,431	181,704	184,125
Total tonnage of goods..... "	416,707	500,937	517,022	596,514	714,113	766,523	741,986
Wool Bales	28,672	37,958	55,642	68,202	76,189	58,767	97,630
Horned cattle..... No.	821	1,997	2,511	4,755	5,141	6,434	5,987
Sheep "	14,935	21,459	49,084	125,449	104,040	180,729	116,442
Pigs..... "	7,692	5,337	4,744	5,383	7,699	11,926	11,819

No. 26.—TABULAR SYNOPSIS of the Cost of Construction and Working, &c.—*continued.*

Receipts from—	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Passengers—1st and 2nd class..... £	70,524	66,767	69,338	78,722	86,772	89,133	103,738
Season ticket holders	2,480	2,632	2,780	2,860	3,032	3,109	3,269
Total from passengers	73,004	69,399	72,118	81,582	89,804	92,242	107,007
Horses, carriages, dogs, &c.	18,381	14,638	13,458	15,285	16,248	21,893	18,460
Mails	1,599	1,599	1,989	2,541	3,375	3,719	4,029
Total coaching	92,984	85,636	87,564	99,408	109,427	117,854	129,495
General merchandise	54,539	57,972	72,524	91,394	114,080	140,182	160,351
Minerals	13,591	19,051	20,299	21,295	26,076	30,047	32,084
Live stock	1,169	936	1,455	3,091	3,854	6,194	7,871
Wool	3,749	4,940	7,230	9,170	11,538	12,865	25,520
Total goods	73,048	82,899	101,508	124,951	155,548	189,288	225,827
Gross earnings	166,032	168,535	189,072	224,359	264,975	307,142	355,322
Working expenses.....	108,926	106,230	117,324	144,201	176,362	206,003	197,065
Net earnings	57,106	62,305	71,748	80,158	88,613	101,139	158,257
Capital invested.....	3,615,996	4,107,980	4,659,516	5,220,167	5,666,964	6,173,659	6,519,284
" on lines open for traffic	2,746,373	2,786,094	3,282,320	4,060,950	4,681,329	5,566,092	5,887,258
Interest on capital, per cent.	2,079	2,236	2,185	1,973	1,892	1,817	2,688
Percentage working expenses to earnings	65.60	*63.04	62.08	64.29	66.57	67.08	55.46
Cost of construction, per mile open	19,205	19,483	18,756	18,048	17,402	16,918	16,820
Working expenses, per mile open	762	743	670	641	656	626	563
Earnings, per mile open	1,161	1,178	1,080	997	985	933	1,015
Net earnings, per mile open	399	435	410	356	329	307	452
Working expenses, per mile run..... d.	44.64	41.58	39.25	38.14	38.79	42.97	40.17
Earnings, per mile run	68.05	65.96	63.25	59.34	58.28	64.07	72.42
Net earnings, per mile run	23.41	24.38	24.00	21.20	19.49	21.10	32.25

* Printed 63.54 in No. 23 in error.

RETURN of Coal carried on Great Northern Railway—Year ending 31st December, 1868.

1868.	A. A. Co.		Waratah.		New Lambton.		Lambton.		Wallsend.		Co-operative.		Minmi.		Anvil Creek.		Grand Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
January	1,470	67 7 6	2,390	109 10 10	54	2 9 6	11,946	547 10 6	9,019	488 10 7	3,268	177 0 4	854	46 5 2	226	28 5 0	29,227	1,466 19 5
February	1,524	69 17 0	2,766	126 15 6	667	30 11 5	13,521	619 14 3	10,156	550 2 4	2,197	119 0 1	1,414	76 11 10	55	6 17 6	32,300	1,599 9 11
March	1,604	73 10 4	4,944	226 12 0	2,031	93 1 9	14,950	685 4 2	10,259	555 13 11	2,605	141 2 1	1,468	79 10 4	.....	.....	37,861	1,854 14 7
April	2,633	109 13 4	3,280	136 13 4	2,239	93 5 10	15,332	638 16 8	12,315	615 15 0	445	22 5 0	730	36 10 0	32	4 0 0	37,006	1,656 19 2
May	4,620	192 10 0	3,797	158 4 2	3,513	145 19 2	13,956	581 10 0	8,214	410 14 0	2,423	121 3 0	288	14 8 0	395	49 7 6	37,206	1,673 15 10
June	2,124	88 10 0	5,501	229 4 2	3,758	156 1 8	14,162	590 1 8	8,402	420 2 0	5,479	273 19 0	1,216	60 16 0	406	50 15 0	41,048	1,869 9 6
July	4,195	192 5 5	5,393	247 3 7	3,869	177 15 9	11,376	521 8 0	9,994	499 14 0	4,925	246 15 0	1,183	59 3 0	404	50 10 0	41,339	1,994 14 9
August	2,653	121 11 11	5,514	252 14 6	4,811	220 10 1	13,084	599 13 8	12,339	616 19 0	5,040	252 0 0	460	23 0 0	321	40 2 6	44,222	2,126 11 8
September	3,027	126 2 6	1,785	74 7 6	3,818	159 1 8	15,884	661 16 8	12,511	625 11 0	3,781	189 1 0	297	14 17 0	413	51 12 6	41,516	1,902 9 10
October	1,609	67 0 10	3,283	136 15 10	6,911	287 19 2	12,249	510 7 6	12,144	607 4 0	1,833	91 13 0	367	18 7 0	365	45 12 6	38,761	1,764 19 10
November	2,826	117 15 0	1,157	48 4 2	6,628	276 3 4	13,564	565 3 4	13,430	671 10 0	.....	.....	555	27 15 0	412	51 10 0	38,572	1,758 0 10
December	2,155	89 15 10	3,183	132 12 6	6,138	255 15 0	12,266	511 1 8	9,306	465 6 0	1,307	68 7 0	638	31 18 0	328	41 0 0	35,381	1,595 16 0
	30,440	1,315 19 8	42,993	1,878 18 1	44,437	1,898 14 4	162,290	7,032 8 1	128,089	6,527 1 10	33,363	1,702 5 6	9,470	489 1 4	3,357	419 12 6	454,439	21,264 1 4

NOTE.—Rates up to 31st August, 1868, were, for A.A. Co., 11d.; Waratah, 11d.; New Lambton, 11d.; Lambton, 11d.; Wallsend, 1s. 1d.; Co-operative, 1s. 1d.; Minmi, 1s. 1d.; Anvil Creek, 2s. 6d. }
 Rates from 1st September, 1868, " " 10d.; " " 10d.; " " 10d.; " " 10d.; " " 1s.; " " 1s.; " " 1s.; " " 2s. 6d. } Owner's trucks.

RETURN of Coal carried on Great Northern Railway—Year ending 31st December, 1869.

1869.	Burwood.		A. A. Co.		Waratah.		New Lambton.		Lambton.		Wallsend.		Co-operative.		Minmi.		Anvil Creek.		Grand Total.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
January			1,919	79 19 2	2,542	105 18 4	6,553	273 0 10	12,199	508 5 10	9,491	474 11 0	820	41 0 0	441	22 1 0	369	46 2 6	34,334	1,550 18 8
February			2,107	90 5 10	4,695	195 12 6	5,827	242 15 10	12,778	532 8 4	8,098	404 18 0	1,451	72 11 0	462	23 2 0	653	81 12 6	36,131	1,643 6 0
March			2,032	84 13 4	3,329	138 14 2	9,035	376 9 2	14,795	616 9 2	8,102	405 2 0	2,930	146 10 0	1,631	81 11 0	241	30 2 6	42,095	1,879 11 4
April			3,467	144 9 2	3,551	147 19 2	8,207	341 19 2	13,534	563 18 4	11,190	559 10 0	2,692	134 12 0	81	4 1 0	761	95 2 6	43,483	1,991 11 4
May			4,378	182 8 4	1,054	43 18 4	7,582	315 18 4	12,652	527 3 4	13,298	664 18 0	1,278	63 18 0	11	0 11 0	720	90 0 0	40,973	1,888 15 4
June			4,303	179 5 10	2,543	105 19 2	8,847	368 12 6	13,521	563 7 6	13,056	652 16 0	3,822	191 2 0	260	13 0 0	756	81 18 0	47,108	2,156 1 0
July			4,106	171 1 8	2,562	106 15 0	9,323	388 9 2	14,281	595 0 10	15,992	799 12 0	3,395	169 15 0	22	1 2 0	920	99 13 4	50,601	2,331 9 0
August			2,301	95 17 6	3,360	140 0 0	10,713	446 7 6	13,522	563 8 4	17,956	897 16 0	4,792	239 12 0	17	0 17 0	1,128	122 4 0	53,789	2,566 2 4
September			3,488	145 6 8	769	32 0 10	9,701	404 4 2	13,241	551 14 2	16,133	806 13 0	4,905	245 5 0	21	1 1 0	874	94 13 8	49,132	2,280 18 6
October			3,638	151 11 8	3,244	135 3 4	10,183	424 5 10	11,539	480 15 10	12,448	622 8 0	5,730	286 10 0	24	1 4 0	1,134	122 17 0	47,940	2,224 15 8
November			3,224	134 6 8	2,952	123 0 0	11,670	486 5 0	16,007	666 19 2	11,317	565 17 0	5,251	262 11 0	.....	.....	1,135	122 19 2	51,556	2,361 18 0
December	166	6 18 4	2,368	98 13 4	4,116	171 10 0	11,061	460 17 6	10,276	428 3 4	10,146	507 6 0	4,717	235 17 0	.....	.....	1,140	123 16 6	43,990	2,033 2 0
	166	6 18 4	37,391	1,557 19 2	34,717	1,446 10 10	108,702	4,529 5 0	158,345	6,597 14 2	147,227	7,361 7 0	41,783	2,089 3 0	2,970	148 10 0	9,831	1,111 1 8	541,132	24,848 9 2

NOTE.—Rates up to 31st May, were, for Burwood, 10d.; A. A. Co., 10d.; Waratah, 10d.; New Lambton, 10d.; Lambton, 10d.; Wallsend, 1s.; Co-operative, 1s.; Minmi, 1s.; Anvil Creek, 2s. 6d. }
 Rates from 1st June, 1869, " " 10d.; " " 10d.; " " 10d.; " " 10d.; " " 1s.; " " 1s.; " " 1s.; " " 2s. 6d. } Owner's trucks.

No. 28.

ABSTRACT of the Tonnage and the Amount received for the Carriage of Coal on the Great Northern Railway, during each year, from 1866 to 1871 inclusive.

Name of Company.	1866.		1867.		1868.		1869.		1870.		1871.	
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.
Burwood		£ s. d.		£ s. d.		£ s. d.	166	6 18 4	6,219	259 2 6	6,882	286 15 0
A.A. Co.	9,746	416 12 0	16,367	750 3 1	30,440	1,315 19 8	37,391	1,557 19 2	34,880	1,453 6 8	44,025	1,834 7 6
Waratah	26,394	1,101 1 10	23,328	1,069 4 0	42,993	1,878 18 1	34,717	1,446 10 10	18,212	758 16 8	50,542	2,105 18 4
New Lambton			5	0 4 7	44,437	1,898 14 4	108,702	4,529 5 0	117,962	4,915 1 8	89,671	3,736 5 10
Lambton	151,136	6,336 15 2	182,007	8,341 19 9	162,290	7,032 8 1	158,345	6,597 14 2	156,169	6,507 0 10	133,162	5,548 8 4
Wallsend	170,215	8,869 9 4	135,108	7,318 7 0	128,089	6,527 1 10	147,227	7,361 7 0	166,072	8,303 12 0	142,111	7,105 11 0
Co-operative	24,600	1,264 8 8	29,845	1,616 12 1	33,363	1,702 5 6	41,783	2,089 3 0	56,655	2,832 15 0	73,834	3,691 14 0
Minmi	1,569	82 2 7	6,238	337 17 10	9,470	489 1 4	2,970	148 10 0			33	1 13 0
N.N. Co., Woodford									762	47 12 6	3,393	212 1 3
Stoney Creek	288	32 8 0										
Anvil Creek	71	9 4 3	3,171	396 7 6	3,357	419 12 6	9,831	1,111 1 8	8,924	996 0 8	3,678	429 2 0
	384,019	18,112 1 10	396,069	19,830 15 10	454,439	21,264 1 4	541,132	24,848 9 2	565,855	26,073 8 6	547,331	24,951 16 3

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APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No.

MERCHANDISE TRAFFIC RATES, compiled from Rate Sheets,

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862.* SEPTEMBER 1.															
	Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.											
		s.	d.		s.	d.		s.	d.		s.	d.		s.	d.	s.	d.								
Agricultural Machines	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Do. Produce—not other- wise specified	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Acids—in Cases and Carboys.....	Dan.	22	6	51	0	Dan.	15	6	34	6	Dan.	23	3	44	3	Dan.	23	3	44	3	51	0	Dan.	29	6
Ammunition	Dan.	22	6	51	0	Dan.	15	6	34	6	Dan.	23	3	44	3	Dan.	23	3	44	3	51	0	Dan.	29	6
Bark—in Sheets, Bundles, or Bags..	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Do. Tanners'	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Bones—in Bags	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Bottles, empty—in Cases or Crates	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Bran	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Beetroot	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Bones—Loose	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Bricks—4-ton lots	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Boats—80 cubic feet per ton	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Boilers	3 X	11	3	25	6	1	4	3	9	0	2 X	11	7	22	1	2 X	11	7	22	1	25	6	3 X	14	10
Do. Plates	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Boards, not exceeding 2 inches	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Bicycles	3 X	11	3	25	6	1	4	3	9	0	2 X	11	7	22	1	2 X	11	7	22	1	25	6	3 X	14	10
Clay—4-ton lots	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Chaff—pressed. (See page 133.)																									
Cases—new, empty	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3 X	14	10
Casks— do.	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Carrots	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Cabbages	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Coke—4-ton lots	2	4	3	9	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Cement	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Coal—in Bags	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9

* 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional with customer.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

29.

from 29 December 1858, to 1 August, 1871, inclusive.

1863. JULY 1.			1863. NOVEMBER 1.			1864. SEPTEMBER 1.			1866. JULY 1.			1867. MARCH 1.					
34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	Not exceeding 15 miles.	Not exceeding 34 miles.	Not exceeding 77 miles.
s. d. s. d.			s. d. s. d. s. d.				s. d. s. d. s. d.				s. d. s. d. s. d.				s. d. s. d. s. d.		
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	4	12 0	22 6	48 6
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	2	6 8 12 6	18 0	0	2	6 8 12 6	15 6	6
57 6 86 3	Dan.		29 9 45 0	69 9	Dan.	29 9 45 0	69 9	9	4	4	12 0 22 6	35 0	0	4	12 0 22 6	48 6	6
57 6 86 3	Dan.		29 9 45 0	69 9	Dan.	29 9 45 0	69 9	9	Dan.	24 0 45 0	70 0	0	0	Dan.	24 0 45 0	97 0	0
15 6 22 1	2		8 0 12 6	18 0	1	1	3 9 6 9	10 6	6	2	6 8 12 6	18 0	0	1	3 9 6 9	15 6	6
15 6 22 1	2		8 0 12 6	18 0	1	1	3 9 6 9	10 6	6	2	6 8 12 6	18 0	0	Loose 2	6 8 12 6	25 0	0
8 6 13 3	1		3 9 6 9	10 6	1	1	3 9 6 9	10 6	6	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	0
15 6 22 1	2		8 0 12 6	18 0	2	2	8 0 12 6	18 0	0	2	6 8 12 6	18 0	0	2	6 8 12 6	25 0	0
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	2	6 8 12 6	18 0	0	2	6 8 12 6	15 6	6
8 6 13 3	1		3 9 6 9	10 6	1	1	3 9 6 9	10 6	6	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
8 6 13 3	1		3 9 6 9	10 6	1	1	3 9 6 9	10 6	6	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
28 9 43 1	3 X		14 10 22 6	34 11	3 X	14 10 22 6	34 11	11	4	4	12 0 22 6	35 0	0	4	12 0 22 6	48 6	6
19 2 28 9	2		8 0 12 6	18 0	2	2	8 0 12 6	18 0	0	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
15 6 22 1	2		8 0 12 6	18 0	2	2	8 0 12 6	18 0	0	2	6 8 12 6	18 0	0	2	6 8 12 6	25 0	0
28 9 43 1	3 X		14 10 22 6	34 11	3 X	14 10 22 6	34 11	11	4 X	24 0 45 0	70 0	0	0	4 X	24 0 45 0	97 0	0
8 6 13 3	1		3 9 6 9	10 6	1	1	3 9 6 9	10 6	6	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6
28 9 43 1	3 X		14 10 22 6	34 11	3 X	14 10 22 6	34 11	11	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	0
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	0
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	2	6 8 12 6	18 0	0	2	6 8 12 6	15 6	6
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	2	6 8 12 6	18 0	0	2	6 8 12 6	15 6	6
19 2 28 9	3		9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	2	6 8 12 6	18 0	0	2	6 8 12 6	25 0	0
15 6 22 1	2		8 0 12 6	18 0	2	2	8 0 12 6	18 0	0	2	6 8 12 6	18 0	0	2	6 8 12 6	25 0	0
8 6 13 3	1		3 9 6 9	10 6	1	1	3 9 6 9	10 6	6	1	3 9 6 9	10 6	6	1	3 9 6 9	15 6	6

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.						1868.† MARCH 1.						1868.† AUGUST 6.										
	Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.			
		s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.		
Agricultural Machines.. .. .	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	
Do. Produce—not other- wise specified	§2	5	0	6	3	0	4½	2	5	0	6	3	0	4½	2	5	0	6	3	0	4½	1	
Acids—in Cases and Carboys.....	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4 X	
Ammunition	Dan.	18	0	22	6	1	6	Dan.	18	0	22	6	1	6	Dan.	18	0	22	6	1	6	Dan. 4	
Bark—in Sheets, Bundles, or Bags...	1	2	0	3	6	0	3	|| Sp. Up	1	6	2	6	0	1	|| Sp. Up	1	6	2	6	0	1	Sp. Up	
Do. Tanners'	1	2	0	3	6	0	3	„ Dn.	1	6	2	6	0	1½	„ Dn.	1	6	2	6	0	1½	Sp. Up	
Bones—in Bags	1	2	0	3	6	0	3	Sp.	1	6	2	6	0	1	Sp.	1	6	2	6	0	1	Sp. Up	
Bottles, empty—in Cases or Crates	3	6	0	7	6	0	6	Sp.	3	6	0	7	6	0	6	Sp.	3	6	0	7	6	0	1
Bran	2	5	0	6	3	0	4½	Sp. Up	1	6	2	6	0	1½	Sp. Up	1	6	2	6	0	1½	Sp. Up	
Beetroot	§2	5	0	6	3	0	4½	„ Dn.	1	6	2	6	0	2	„ Dn.	1	6	2	6	0	2	Sp. Up	
Bones—Loose	1	2	0	3	6	0	3	§2	5	0	6	3	0	4½	Sp. Up	1	6	2	6	0	1½	Sp. Up	
Bones—Loose	1	2	0	3	6	0	3	Sp.	1	6	2	6	0	1	Sp.	1	6	2	6	0	1	Minl.	
Bricks—4-ton lots	1	2	0	3	6	0	3	Sp.	1	6	2	6	0	1	Sp.	1	6	2	6	0	1	Minl.	
Boats—80 cubic feet per ton	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	
Boilers	4	9	0	11	3	0	9	1	2	0	3	6	0	3	3	6	0	7	6	0	6	For Eng.	
Do. Plates	1	2	0	3	6	0	3	4	9	0	11	3	0	9	Sp. Up	1	6	2	6	0	1	1	
Boards, not exceeding 2 inches	2	5	0	6	3	0	4½	„ Dn.	1	6	2	6	0	1½	„ Dn.	1	6	2	6	0	1½	1	
Bicycles.....	4 X	18	0	22	6	1	6	2	5	0	6	3	0	4½	2	5	0	6	3	0	4½	4	
Clay—4-ton lots	1	2	0	3	6	0	3	4 X	18	0	22	6	1	6	Sp.	1	6	2	6	0	1	Minl.	
Chaff—pressed. (See page 133.)	1	2	0	3	6	0	3	Sp.	1	6	2	6	0	1	Sp.	1	6	2	6	0	1	Minl.	
Cases—new, empty	3	6	0	7	6	0	6	1	2	0	3	6	0	3	Sp. Up	1	6	2	6	0	1	1	
Casks— do.	3	6	0	7	6	0	6	„ Dn.	1	6	2	6	0	1½	„ Dn.	1	6	2	6	0	1½	1	
Carrots	§2	5	0	6	3	0	4½	3	6	0	7	6	0	6	Sp. Up	1	6	2	6	0	1½	Sp. Up	
Cabbages	§2	5	0	6	3	0	4½	3	6	0	7	6	0	6	„ Dn.	1	6	2	6	0	2	Sp. Up	
Coke—4-ton lots	2	5	0	6	3	0	4½	§2	5	0	6	3	0	4½	Sp. Up	1	6	2	6	0	1½	Sp. Up	
Cement	2	5	0	6	3	0	4½	Sp.	2	5	0	6	3	0	4½	„ Dn.	1	6	2	6	0	2	Minl.
Coal—in Bags	1	2	0	3	6	0	3	2	5	0	6	3	0	4½	Sp. Up	1	6	2	6	0	1	Minl.	
								Sp. Up	1	6	2	6	0	1	Sp. Up	1	6	2	6	0	1	Minl.	
								„ Dn.	1	6	2	6	0	1½	„ Dn.	1	6	2	6	0	2	Minl.	

Marked thus § means above 50 miles, 3d. per mile.

Do. || do. pressed.

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

RATES—continued.

1869. JUNE 1.				1869. SEPTEMBER 6.			1870. JULY 1.			1871. APRIL 4.			1871. AUGUST 1.																	
Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	First 15 miles.		Exceeding 15 miles.		Class.	First 15 miles.		Exceeding 15 miles.		Class.	15 miles.		Exceeding 15 miles.											
s.	d.	s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.										
5	0	7	0	0	7	3	7	6	0	5½	2	7	0	0	5	2	7	0	0	5										
2	8	4	0	0	4	1	4	0	0	4	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	A	3	0	0	1½	B	4	0	0	2¼
16	0	22	0	1	6	4	11	0	0	9	4	12	0	0	9	4	12	0	0	9	4	12	0	0	9	4	12	0	0	9
2	0	2	6	0	1¾	Sp. B. Up	2	6	0	1½	Sp. A	3	0	0	1½	‡Sp. A	3	0	0	1½	‡B	4	0	0	2¼	‡C	4	9	0	2½
2	8	4	0	0	4	„ Dn.	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1¾	Sp. B. Up	2	6	0	1½	Sp. B	3	6	0	2	‡Sp. A	3	0	0	1½	‡B	4	0	0	2¼	‡C	4	9	0	2½
2	8	4	0	0	4	„ Dn.	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1½	Sp. B	2	6	0	1½	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	B	4	0	0	2¼	C	4	9	0	2½
2	8	4	0	0	4	3	7	6	0	5½	3	8	6	0	6	Sp. A	3	0	0	1½	B	4	0	0	2¼	C	4	9	0	2½
2	0	2	6	0	1¾	Sp. B. Up	2	6	0	1½	Sp. A	3	0	0	1½	‡Sp. A	3	0	0	1½	‡A	3	0	0	1½	‡B	4	0	0	2¼
2	8	4	0	0	4	„ Dn.	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1¾	Sp. A. Up	2	6	0	1	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	A	3	0	0	1½	B	4	0	0	2¼
2	8	4	0	0	4	„ Dn.	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1½	Sp. B	2	6	0	1½	Sp. B	3	6	0	2	Sp. B	3	6	0	2	C	4	9	0	2½	D	5	6	0	2¾
2	0	2	6	0	1½	Sp. B	2	6	0	1½	Sp. B	3	6	0	2	Sp. B	3	6	0	2	C	4	9	0	2½	D	5	6	0	2¾
2	8	4	0	0	4	1	4	0	0	4	1	5	0	0	4	1	5	0	0	4	2	7	0	0	5	2	7	0	0	5
7	6	7	6	3d. p. tn. p. mile.	3	7	6	0	5½	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	
2	8	4	0	0	4	1	4	0	0	4	1	5	0	0	4	1	5	0	0	4	2	7	0	0	5	2	7	0	0	5
2	8	4	0	0	4	1	4	0	0	4	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5	2	7	0	0	5
8	0	11	0	0	9	3	7	6	0	5½	4	12	0	0	9	4	12	0	0	9	4	12	0	0	9	4	12	0	0	9
2	0	2	6	0	1½	Sp. A	2	6	0	1	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	B	4	0	0	2¼	C	4	9	0	2½
5	0	7	0	0	7	3	7	6	0	5½	3	8	6	0	6	Sp. A	3	0	0	1½	B	4	0	0	2¼	C	4	9	0	2½
5	0	7	0	0	7	3	7	6	0	5½	3	8	6	0	6	Sp. A	3	0	0	1½	B	4	0	0	2¼	C	4	9	0	2½
2	0	2	6	0	1¾	Sp. A	2	6	0	1	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	A	3	0	0	1½	B	4	0	0	2¼
2	8	4	0	0	4	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1¾	Sp. A	2	6	0	1	Sp. A	3	0	0	1½	Sp. A	3	0	0	1½	A	3	0	0	1½	B	4	0	0	2¼
2	8	4	0	0	4	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2	„	2	6	0	2
2	0	2	6	0	1½	Sp. B	2	6	0	1½	Sp. B	3	6	0	2	Sp. B	3	6	0	2	C	4	9	0	2½	D	5	6	0	2¾
4	0	5	9	0	5½	1	4	0	0	4	*Sp. A	3	0	0	1½	Sp. B	3	6	0	2	C	4	9	0	2½	D	5	6	0	2¾
4	0	5	9	0	5½	1	4	0	0	4	1	5	0	0	4	1	5	0	0	4	1	6	0	0	4	1	6	0	0	4
2	0	2	6	0	1½	Sp.	2	6	9	0	1	5	0	0	4	1	5	0	0	4	1	6	0	0	4	1	6	0	0	4

Marked thus * "at Owner's risk."

‡ Marked thus an additional charge for use of Tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton.

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862.* SEPTEMBER 1.					
	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	40 miles.	Class.	15 miles.
		s. d. s. d.		s. d. s. d.		s. d. s. d.		s. d. s. d.		s. d. s. d.		s. d. s. d.			s. d.
Charcoal and Coke—in Bags	2	4 3 9 0		1 4 3 9 0		1 3 9 8 6		1 3 9 8 6		1 3 9 8 6		10 0		3	9 10
Copper Ingots	2	4 3 9 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Do. Ore	2	4 3 9 0		1 4 3 9 0		1 3 9 8 6		1 3 9 8 6		1 3 9 8 6		10 0		1	3 9
Carpentry	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Coal. (See page 121.)															
Drain Pipes	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Feathers	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0	3 X		14 10
Flour	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		2	8 0
Fruit—Orchard	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Felloes	2	4 3 9 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Furniture—in Cases	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0	3 X		14 10
Furniture	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0	3 X		14 10
Firewood	2	4 3 9 0		1 4 3 9 0		1 3 9 8 6		1 3 9 8 6		1 3 9 8 6		10 0		1	3 9
Fish	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Furze	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Grain—all kinds	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		2	8 0
Garden Produce — not otherwise specified	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		3	9 10
Guano and Artificial Manures	2	4 3 9 0		1 4 3 9 0		1 3 9 8 6		1 3 9 8 6		1 3 9 8 6		10 0		2	8 0
Greaves	3	7 6 17 0		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0		2	8 0
Gunpowder (owner's risk, in casks)	Dan.	22 6 51 0		Dan.	15 6 34 6		Dan.	23 3 44 3		Dan.	23 3 44 3	51 0	Dan.		29 6
Hats (in cases)	3 X	11 3 25 6		1 4 3 9 0		2 7 9 14 9		2 7 9 14 9		2 7 9 14 9		17 0	3 X		14 10
Hay, pressed and branded with weight (See page 133.)															
Loose. (See page 133.)															

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.

* 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional with customer.

RATES—continued.

1863. JULY 1.			1863. NOVEMBER 1.			1864. SEPTEMBER 1.			1866. JULY 1.			1867. MARCH 1.					
34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	Not exceeding 15 miles.	Not exceeding 34 miles.	Not exceeding 77 miles.
s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
19 228 9	3	3	9 11 15 0	23 3	1	3 9 6 9	10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 15 6		
19 228 9	3	3	9 11 15 0	23 3	1	3 9 6 9	10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 15 6		
8 613 3	1	1	3 9 6 9	10 6	1	3 9 6 9	10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 15 6		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 33 0		
19 228 9	2	2	8 0 12 6	18 0	2	8 0 12 6	18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 25 0		
28 943 1	3 X	3 X	14 10 22 6	34 11	3 X	14 10 22 6	34 11	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 48 6		
15 622 1	2	2	8 0 12 6	18 0	2	8 0 12 6	18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 25 0		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 33 0		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 33 0		
28 943 1	3 X	3 X	14 10 22 6	34 11	3 X	14 10 22 6	34 11	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 33 0		
28 943 1	3 X	3 X	14 10 22 6	34 11	3 X	14 10 22 6	34 11	4 X	24 0 45 0 70 0	4 X	24 0 45 0 70 0	4 X	24 0 45 0 70 0	4 X	24 0 45 0 97 0		
8 613 3	1	1	3 9 6 9	10 6	1	3 9 6 9	10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 10 6	1	3 9 6 9 15 6		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 48 6		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 35 0	4	12 0 22 6 48 6		
15 622 1	2	2	8 0 12 6	18 0	2	8 0 12 6	18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 25 0		
19 228 9	3	3	9 11 15 0	23 3	3	9 11 15 0	23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 23 3	3	8 0 15 0 33 0		
15 622 1	2	2	8 0 12 6	18 0	2	8 0 12 6	18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 25 0		
15 622 1	2	2	8 0 12 6	18 0	2	8 0 12 6	18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 18 0	2	6 8 12 6 25 0		
57 686 3	Dan.	Dan.	29 9 45 0	69 9	Dan.	29 9 45 0	69 9	Dan.	24 0 45 0 70 0	Dan.	24 0 45 0 70 0	Dan.	24 0 45 0 70 0	Dan.	24 0 45 0 97 0		
28 943 1	3 X	3 X	14 10 22 6	34 11	3 X	14 10 22 6	34 11	4 X	24 0 45 0 70 0	4 X	24 0 45 0 70 0	4 X	24 0 45 0 70 0	4 X	24 0 45 0 97 0		

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.						1868.† MARCH 1.						1868.† AUGUST 6.						Class.			
	Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		
		s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.		s.	d.	s.		d.	s.	d.	s.	d.
Charcoal and Coke—in Bags	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	Char. 1 Coke minl.
Copper Ingots	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	2
Do. Ore	1	2	0	3	6	0	3	Sp. Up „ Dn.	1	6	2	6	0	1	Sp. Up „ Dn.	1	6	2	6	0	1	Minl.
Carpentry	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3
Coal. (See page 121.)																						
Drain Pipes	2	5	0	6	3	0	4½	2	5	0	6	3	0	4½	1	2	6	3	6	0	3	Minl.
Feathers	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Flour	2	5	0	6	3	0	4½	Sp. Up „ Dn.	1	6	2	6	0	1½	Sp. Up „ Dn.	1	6	2	6	0	2	Sp. Up „ Dn.
Fruit—Orchard	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	2
Felloes	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	2
Furniture—in Cases	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3
Furniture	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Firewood	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	Minl.
Fish	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	(Fresh 4 Dried 2)
Furze.....	4	9	0	11	3	0	9	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3
Grain—all kinds	2	5	0	6	3	0	4½	Sp. Up „ Dn.	1	6	2	6	0	1½	Sp. Up „ Dn.	1	6	2	6	0	2	Sp. Up 1 Dn.
Garden Produce — not otherwise specified	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3
Guano and Artificial Manures	2	5	0	6	3	4½		Sp.	1	6	2	6	0	1	Sp.	1	6	2	6	0	1	Minl.
Greaves.....	2	5	0	6	3	4½		Sp. Up „ Dn.	1	6	2	6	0	1	Sp. Up „ Dn.	1	6	2	6	0	1	3
Gunpowder (owner's risk, in casks)	Dan.	18	0	22	6	1	6	Dan.	18	0	22	6	1	6	Dan.	18	0	22	6	1	6	Dan.
Hats (in cases).....	4 X	18	0	22	6	1	6	4 X	18	0	22	6	1	6	4 X	18	0	22	6	1	6	4 X
Hay, pressed and branded with weight (See page 133.)																						
Loose. (See page 133.)																						

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

RATES—continued.

1869. JUNE 1.				1869. SEPTEMBER 6.				1870. JULY 1.				1871. APRIL 4.				1871. AUGUST 1.																
Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Exceeding 15 miles.		Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.												
s.	d.	s.	d.	s.	d.																s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
2	8	4	00	4	½	1	4	0	0	4	1	5	00	4	1	6	00	4	1	6	0	0	4									
2	0	2	60	1	½																											
4	0	5	90	5	½	1	4	0	0	4	2	7	00	5	2	7	00	5	1	6	00	4	1	6	0	0	4					
2	0	2	60	1	½	Sp. A	2	6	0	1	Sp. A	3	00	1	½	Sp. A	3	00	1	½	B	4	00	2	¼	C	4	9	0	2	½	
5	0	7	00	7		3	7	6	0	5	½	3	8	60	6	3	8	60	6	3	9	00	7	3	9	0	0	7				
2	0	2	60	1	½	Sp. B	2	6	0	1	½	Sp. B	3	60	2	Sp. B	3	60	2	C	4	90	2	½	C	4	9	0	2	½		
8	0	11	00	9		3	7	6	0	5	½	3	8	60	6	3	8	60	6	3	9	00	7	3	9	0	0	7				
2	0	2	60	1	¼	Sp. B. Up	2	6	0	1	½	Sp. A	3	00	1	½	‡Sp. A	3	00	1	½	‡A	3	00	1	½	‡B	4	0	0	2	¼
2	8	4	00	4	½	" D	2	6	0	2																						
4	0	5	90	5	½	Sp. B. Up	2	6	0	1	½	Sp. B	3	60	2	‡Sp. B	3	60	2	‡A	3	00	1	½	‡B	4	0	0	2	¼		
4	0	5	90	5	½	" D	2	6	0	2																						
4	0	5	90	5	½	3	7	6	0	5	½	3	8	60	6	Sp. B	3	60	2	C	4	90	2	½	D	5	6	0	2	¾		
5	0	7	00	7		4	11	0	0	9																						
8	0	11	00	9		4	11	0	0	9																						
2	0	2	60	1	½	Sp. B	2	6	0	1	½	Sp. A	3	00	1	½	Mis.	2	60	1	¼	Mis.	2	60	1	¼	Mis.	2	6	0	1	¼
8	0	11	00	9		} Not less than 5 cwt., 3d. p. ton p. mile.		} Not less than 5 cwt., 3d. p. ton p. mile.		} Not less than 5 cwt., 3d. p. ton p. mile.		} Not less than 2 cwt., 3d. p. ton p. mile.		} Not less than 2 cwt., 3d. p. ton p. mile.																		
4	0	5	90	5	½	3	7	6	0	5	½	3	8	60	6	3	8	60	6	3	9	00	7	3	9	0	0	7				
2	0	2	60	1	¼	Sp. B. Up	2	6	0	1		Sp. A	3	00	1	½	‡Sp. A	3	00	1	½	‡A	3	00	1	½	‡B	4	0	0	2	¼
2	8	4	00	4	½	" D	2	6	0	1	½																					
5	0	7	00	7		Sp. B. Up	2	6	0	1	½	Sp. B	3	60	2	Sp. B	3	60	2	A	3	00	1	½	B	4	0	0	2	¼		
						" D	2	6	0	2																						
2	0	2	60	1	½	Sp. B. Up	2	6	0	1	½	Sp. B	3	60	2	Sp. B	3	60	2	C	4	90	2	½	D	5	6	0	2	¾		
						" D	2	6	0	2																						
5	0	7	00	7		1	4	0	0	4		1	5	00	4	1	5	00	4	1	6	00	4	1	6	0	0	4				
16	0	22	01	6		1s. p. ton p. mile.		1s. p. ton p. mile.		1s. p. ton p. mile.		1s. p. ton p. m.		1s. p. ton p. m.																		
16	0	22	01	6		3	7	6	0	5	½	3	8	60	6	3	8	60	6	3	9	00	7	3	9	0	0	7				

Marked thus ‡ an additional charge for use of Tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton.

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862* SEPTEMBER 1.															
	Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.											
		s.	d.		s.	d.		s.	d.		s.	d.		s.	d.										
Hides, on the down journey	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Hides.....	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Horns	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Hoofs	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Iron—Bar, Rod and Bundles.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	8	0
Boiler, Plate or Sheet.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	8	0
Corrugated, in cases .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	8	0
Girders .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9	10
Nails .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9	10
Pig and Scrap	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Do.—Tanks, 80 c. ft. per ton (corrugated).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3 X	14	10
Do.—Wire in Bundles .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9	10
Do.—Wheels and Axles (Railway)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	9	10
Do.—Rails and Chairs	2	4	3	9	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Do.—Castings, over 3 tons (owner's risk only).	3 X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Do.—Girders, if requiring 2 } trucks no less charge than } for 3 tons will be made ... }	3 X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Do.—Galvanized	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Joinery	3 X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Kerosene Oil	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10
Lamps (Street, Door, or Hall)	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3 X	14	10
Laths.....	2	4	3	9	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0
Lime, 4-ton lots .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Limestone.....	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0
Lime, in Bags	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0

X stands for "Exceptional"; thus 3 X means 3rd Class rate and exceptional.

* 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional to customer.

RATES—continued.

1863. JULY 1.			1863. NOVEMBER 1.						1864. SEPTEMBER 1.						1866. JULY 1.						1867. MARCH 1.												
34 miles.		53 miles.	Class.	15 miles.		34 miles.		53 miles.		Class.	15 miles.		34 miles.		53 miles.		Class.	Not exceeding 15 miles.		Not exceeding 34 miles.		Not exceeding 77 miles.											
s.	d.	s.		d.	s.	d.	s.	d.	s.		d.	s.	d.	s.	d.	s.		d.	s.	d.	s.	d.	s.	d.	s.	d.							
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	U1	3	9	6	9	10	6	Up	1	3	9	6	9	15	6	
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	D2	6	8	12	6	18	0	Dn.	2	6	8	12	6	25	0	
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	1	3	9	6	9	10	6	1	3	9	6	9	15	6		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	3	8	0	15	0	23	3	3	8	0	15	0	33	0		
19	2	28	9	3	9	11	15	0	23	3	2	8	0	12	6	18	0	3	8	0	15	0	23	3	3	8	0	15	0	33	0		
8	6	13	3	1	3	9	6	9	10	6	1	3	9	6	9	10	6	1	3	9	6	9	10	6	1	3	9	6	9	15	6		
28	9	43	1	3	X	9	11	15	0	23	3	3	X	14	10	22	6	34	11	1	3	9	6	9	10	6	1	3	9	6	9	15	6
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	3	8	0	15	0	23	3	3	8	0	15	0	33	0		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	1	3	9	6	9	10	6	§1	3	9	6	9	15	6		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	3	8	0	15	0	23	3	3	8	0	15	0	33	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	3	8	0	15	0	23	3	3	8	0	15	0	33	0		
19	2	28	9	3	9	11	15	0	23	3	3	9	11	15	0	23	3	1	3	9	6	9	10	6	1	3	9	6	9	15	6		
28	9	43	1	3	X	14	10	22	6	34	11	3	X	14	10	22	6	34	11	4	12	0	22	6	35	0	4	12	0	22	6	48	6
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
...	
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		
15	6	22	1	2	8	0	12	6	18	0	2	8	0	12	6	18	0	2	6	8	12	6	18	0	2	6	8	12	6	25	0		

Marked thus § is "over 2 tons."

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.						1868.† MARCH 1.						1868.† AUGUST 6.							
	Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.				
		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.					
Hides, on the down journey	2	5	0	6	30	4½	Sp.	1	6	2	60	1½	Sp.	1	6	2	60	1½	1	
Hides.....	2	5	0	6	30	4½	Sp. Up " Dn.	1	6	2	60	1 1½	Sp. Up " Dn.	1	6	2	60	1 1½	1	
Horns	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	1	
Hoofs	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	1	
Iron—Bar, Rod and Bundles.....	Up Dn.	1 2	2 5	0 0	3 6	30 4½	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	1	
Boiler, Plate or Sheet	1	2	0	3	60	3	1	2	0	3	60	3	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	1	
Corrugated, in cases	2	5	0	6	30	4½	2	5	0	6	30	4½	3	6	0	7	60	6	1	
Girders	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	2	
Nails	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	1	
Pig and Scrap	1	2	0	3	60	3	PigSpUp Dn. Sep. Sp.	1 1 1	6 6 6	2 2 2	60 60 60	1 1½ 1	PigSpUp Dn. Sp. Sep.	1 1 1	6 6 6	2 2 2	60 60 60	1 1½ 1	Pig Minl. Sep. Minl.	
Do.—Tanks, 80 c. ft. per ton } (corrugated)	1	2	0	3	60	3	1	2	0	3	60	3	1	2	0	3	60	3	1	
Do.—Wire in Bundles	3	6	0	7	60	6	3	6	0	7	60	6	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	1	
Do.—Wheels and Axles (Railway)	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	2	
Do.—Rails and Chairs	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	Minl.	
Do.—Castings, over 3 tons } (owner's risk only)	§1	2	0	3	60	3	§2	5	0	6	30	4½	§1	2	0	3	60	3	1	
Do.—Girders, if requiring 2 } trucks no less charge than } for 3 tons will be made ... }	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	3	
Do.—Galvanized	2	5	0	6	30	4½	Cases 1 Cases 2	1 2	2 5	0 0	3 6	3 30	4½ 4½	2	5	0	6	30	4½	Cases 1 Loose 2
Joinery	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	3	
Kerosene Oil	1	2	0	3	60	3	{ Up 1 Dn. 3	2 6	0 0	3 7	60 60	3 6	Up 1 Dn. 3	2 6	0 0	3 7	60 60	3 6	Up 1 Dn. 3	
Lamps (Street, Door, or Hall)	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	4	
Laths.....	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	Minl.	
Lime, 4-ton lots .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Limestone.....	2	5	0	6	30	4½	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	Sp. Up " Dn.	1 1	6 6	2 2	60 60	1 1½	Minl.	
Lime, in Bags	2	5	0	6	30	4½	1	2	0	3	60	3	1	2	0	3	60	3	Minl.	

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

RATES—continued.

1869. JUNE 1.			1869. SEPTEMBER 6.			1870. JULY 1.			1871. APRIL 4.			1871. AUGUST 1.					
Not exceeding 8 miles.	Exceeding 8, not exceeding 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.
s. d. s. d. s. d.	s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.
2 8 4 0 0 4	4 0 0 4	4	Sp. B	2 6 0 1 1/2	1 1/2	Sp. B	3 6 0 2	2	Sp. B	3 6 0 2	2	Up Journey.	...	...	...	Down Journey.	C 4 9 0 2 1/2
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5		...	...
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
2 8 4 0 0 4	4 0 0 4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 8 4 0 0 4	4 0 0 4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 8 4 0 0 4	4 0 0 4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 0 5 9 0 5 1/2	5 1/2	1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
2 0 2 6 0 1 1/2	1 1/2	1/2	Sp. A	2 6 0 1	1	.....	.....	.....	.....	.....	.....	1	6 0 0 4	4	1	6 0 0 4	4
2 0 2 6 0 1 1/2	1 1/2	1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 8 4 0 0 4	4 0 0 4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4 0 5 9 0 5 1/2	5 1/2	1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 0 2 6 0 1 1/2	1 1/2	1/2	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
2 8 4 0 0 4	4 0 0 4	4	2	6 0 0 4 3/4	3/4	2	7 0 0 5	5	2	7 0 0 5	5	2	7 0 0 5	5	2	7 0 0 5	5
5 0 7 0 0 7	7 0 0 7	7	2	6 0 0 4 3/4	3/4	2	7 0 0 5	5	2	7 0 0 5	5	2	7 0 0 5	5	2	7 0 0 5	5
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
4 0 5 9 0 5 1/2	5 1/2	1/2	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	2	7 0 0 5	5	2	7 0 0 5	5
5 0 7 0 0 7	7 0 0 7	7	3	7 6 0 5 1/2	1/2	3	8 6 0 6	6	3	8 6 0 6	6	3	9 0 0 7	7	3	9 0 0 7	7
2 8 4 0 0 4	4 0 0 4	4	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	1	6 0 0 4	4	1	6 0 0 4	4
5 0 7 0 0 7	7 0 0 7	7	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	1	6 0 0 4	4	1	6 0 0 4	4
8 0 11 0 0 9	11 0 0 9	9	3	7 6 0 5 1/2	1/2	3	8 6 0 6	6	3	8 6 0 6	6	3	9 0 0 7	7	3	9 0 0 7	7
2 0 2 6 0 1 1/2	1 1/2	1/2	Sp. B	2 6 0 1 1/2	1/2	Sp. B	3 6 0 2	2	Sp. B	3 6 0 2	2	C	4 9 0 2 1/2	1/2	D	5 6 0 2 3/4	3/4
.....	.....	.....	.....	.....	.....	Sp. C	4 0 0 2 1/2	1/2	Sp. C	4 0 0 2 1/2	1/2	1	6 0 0 4	4	1	6 0 0 4	4
2 0 2 6 0 1 1/2	1 1/2	1/2	Sp. A	2 6 0 1	1	Sp. A	3 0 0 1 1/2	1/2	Mis.	2 6 0 1 1/4	1/4	Mis.	2 6 0 1 1/4	1/4	Mis.	2 6 0 1 1/4	1/4
2 0 2 6 0 1 1/2	1 1/2	1/2	1	4 0 0 4	4	1	5 0 0 4	4	1	5 0 0 4	4	1	6 0 0 4	4	1	6 0 0 4	4

Marked thus * means "Insecure."

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862.* SEPTEMBER 1.																	
	Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		34 miles.	40 miles.	Class.	15 miles.											
		s.	d.		s.	d.		s.	d.		s.	d.					s.	d.	s.	d.							
Lead, Pig or Sheet	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0		
Leather	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Manure, Loose, 4 ton lots	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9		
Do. in Bags	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0		
Marble—Undressed (4-ton lots).....	2	4	3	9	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Meal	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0		
Melons	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Mangold Wurzel	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Malt	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0		
Muriate of Lime	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Musical Instruments	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	X	14	10
Millinery (in cases)	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	X	14	10	
Mirrors	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	X	14	10
Naptha	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Oysters	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10	
Opium	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Ores (4-ton lots)	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9		
Offal	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9		
Pollard	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0		
Potatoes	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0		
Pumpkins	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Palings	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	2	8	0		
Posts and Rails	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9		
Poultry—Living (in crates)	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10	
Preserved Meat (in cases or casks)...	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		
Papier Maché Goods	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10		

X stands for "Exceptional"; thus 3 X means 3rd Class rate and exceptional.

* 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional with customer.

RATES—continued.

1863 JULY 1.		1863. NOVEMBER 1.			1864. SEPTEMBER 1.			1866. JULY 1.			1867. MARCH 1.						
34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	Not exceeding 15 miles.	Not exceeding 34 miles.	Not exceeding 77 miles.
s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	
8 6 13 3	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	15 6	
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	2	9 11 15 0	23 3	2	2	6 8 12 6	18 0	2	2	6 8 12 6	15 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	2	9 11 15 0	23 3	2	2	6 8 12 6	18 0	2	2	6 8 12 6	15 6	
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	
28 9 43 1	3 X	3 X	14 10 22 6	34 11	3 X	4	14 10 22 6	34 11	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
28 9 43 1	3 X	3 X	14 10 22 6	34 11	3 X	4	14 10 22 6	34 11	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
28 9 43 1	3 X	3 X	14 10 22 6	34 11	3 X	4	14 10 22 6	34 11	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	4	9 11 15 0	23 3	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	4	9 11 15 0	23 3	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	4 X	9 11 15 0	23 3	4 X	4 X	24 0 45 0	70 0	4 X	4 X	24 0 45 0	9 70 0	
8 6 13 3	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	15 6	
8 6 13 3	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	15 6	
15 6 22 1	2	2	8 0 12 6	23 3	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	2	9 11 15 0	23 3	2	2	6 8 12 6	18 0	2	2	6 8 12 6	15 6	
15 6 22 1	2	2	8 0 12 6	18 0	2	2	8 0 12 6	18 0	2	2	6 8 12 6	18 0	2	2	6 8 12 6	25 0	
8 6 13 3	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	10 6	1	1	3 9 6 9	15 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	4	9 11 15 0	23 3	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	
19 2 28 9	3	3	9 11 15 0	23 3	3	3	9 11 15 0	23 3	3	3	8 0 15 0	23 3	3	3	8 0 15 0	33 0	
19 2 28 9	3	3	9 11 15 0	23 3	3	4	9 11 15 0	23 3	4	4	12 0 22 6	35 0	4	4	12 0 22 6	6 48 6	

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.					1868.† MARCH 1.					1868.† AUGUST 6.					Class.				
	Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.						
		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.		
Lead, Pig or Sheet	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	1	
Leather	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	1	
Manure, Loose, 4-ton lots ..	1	2	0	3	60	3	Sp.	1	6	2	60	1	Sp.	1	6	2	60	1	Minl.	
Do. in Bags	2	5	0	6	30	4½	Sp.	1	6	2	60	1	Sp.	1	6	2	60	1	Minl.	
Marble—Undressed (4-ton lots) ...	3	6	0	7	60	6	Sp. Up Dn.	1	6	2	60	1	Sp. Up Dn.	1	6	2	60	1	Minl.	
Meal	1	2	0	3	60	3	1	2	0	3	60	3	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Down	
Melons	*2	5	0	6	30	4½	*2	5	0	6	30	4½	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Dn.	
Mangold Wurzel	*2	5	0	6	30	4½	*2	5	0	6	30	4½	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Dn.	
Malt	2	5	0	6	30	4½	3	6	0	7	60	6	3	6	0	7	60	6	2	
Muriate of Lime	3	6	0	7	6	0	3	6	0	7	6	0	3	6	0	7	6	0	3	
Musical Instruments	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	4	
Millinery (in cases)	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	3	
Mirrors	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	4	
Naptha	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	4	
Oysters	4	9	0	11	30	9	3	6	0	7	60	6	3	6	0	7	60	6	3	
Opium	4 X	18	0	22	61	6	4 X	18	0	22	61	6	4 X	18	0	22	61	6	4 X	
Ores (4-ton lots)	1	2	0	3	60	3	Sp. Up Dn.	1	6	2	60	1	Sp. Up Dn.	1	6	2	60	1	Minl.	
Offal	1	2	0	3	60	3	1	2	0	3	60	3	1	2	0	3	60	3	1	
Pollard	2	5	0	6	30	4½	1	2	0	3	6	0	3	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Dn.
Potatoes	*2	5	0	6	30	4½	Sp. Up Dn.	1	6	2	60	1½	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Dn.	
Pumpkins	*2	5	0	6	30	4½	*2	5	0	6	30	4½	Sp. Up Dn.	1	6	2	60	1½	Sp. Up 1 Dn.	
Palings	2	5	0	6	30	4½	2	5	0	6	30	4½	2	5	0	6	30	4½	Minl.	
Posts and Rails	1	2	0	3	60	3	1	2	0	3	60	3	1	2	0	3	60	3	Minl.	
Poultry—Living (in crates)	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	3	
Preserved Meat (in cases or casks) ..	3	6	0	7	60	6	3	6	0	7	60	6	3	6	0	7	60	6	3	
Papier Maché Goods	4	9	0	11	30	9	4	9	0	11	30	9	4	9	0	11	30	9	4	

* Above 50 miles, 3d.

X stands for "Exceptional"; thus 3 X means 3rd Class rate and exceptional.

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

RATES—continued.

1869. JUNE 1.			1869. SEPTEMBER 6.			1870. JULY 1.			1871. APRIL 4.			1871. AUGUST 1.					
Not exceeding 8 miles.			Exceeding 8, not exceeding 15 miles.			Exceeding 15 miles.			Class.			15 miles.		Exceeding 15 miles.			
s.	d.	s. d.	s.	d.	s. d.	s.	d.	s. d.	s.	d.	s. d.	s.	d.	s.	d.	s.	d.
2	8	4 0 0 4	1	4	0 0 4	1	5	0 0 4	1	5	0 0 4	2	7	0 0 5	2	7	0 0 5
2	8	4 0 0 4	1	4	0 0 4	1	5	0 0 4	1	5	0 0 4	*2	7	0 0 5	...	...	...
2	0	2 6 0 1½	Sp. A...	2	6 0 1	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	B	4	0 0 2¼	C	4	9 0 2½
2	0	2 6 0 1½	Sp. B...	2	6 0 1½	Sp. B...	3	6 0 2	Sp. B...	3	6 0 2	C	4	9 0 2½	D	5	6 0 2¾
2	0	2 6 0 1½	} Sp. A	2	6 0 1	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	B	4	0 0 2¼	C	4	9 0 2½
2	0	2 6 0 1¼															
2	8	4 0 0 4	" Dn	2	6 0 2	} Sp. A	3	0 0 1½	Sp. A...	3	0 0 1½	A	3	0 0 1½	B	4	0 0 2¼
2	0	2 6 0 1¼	Sp. AUp	2	6 0 1												
2	8	4 0 0 4	" Dn	2	6 0 2	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	A	3	0 0 1½	B	4	0 0 2¼
2	0	2 6 0 1¼	} Sp. A	2	6 0 1	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	A	3	0 0 1½	B	4	0 0 2¼
2	8	4 0 0 4															
4	0	5 9 0 5½				3	8	6 0 6	3	8	6 0 6	1	6	0 0 4	1	6	0 0 4
5	0	7 0 0 7	3	7	6 0 5½	3	8	6 0 6	3	8	6 0 6	1	6	0 0 4	1	6	0 0 4
8	0	11 0 0 9	4	11	0 0 9	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9
5	0	7 0 0 7	3	7	6 0 5½	3	8	6 0 6	3	8	6 0 6	3	9	0 0 7	3	9	0 0 7
8	0	11 0 0 9	3	7	6 0 5½	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9
8	0	11 0 0 9	4	11	0 0 9	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9	4	12	0 0 9
5	0	7 0 0 7	1	4	0 0 4	Mis. 3d. ½ ton ½ mile.	Sp. 3d. ½ ton ½ mile.										
16	0	22 0 1 6	3	7	6 0 5½	3	8	6 0 6	3	8	6 0 6	3	9	0 0 7	3	9	0 0 7
2	0	2 6 0 1½	Sp. A	2	6 0 1	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	B	4	0 0 2¼	C	4	9 0 2½
2	8	4 0 0 4	1	4	0 0 4	1	5	0 0 4	1	5	0 0 4	1	6	0 0 4	1	6	0 0 4
2	0	2 6 0 1¼	Sp. BUp	2	6 0 1½	Sp. A...	3	0 0 1½	†Sp. A...	3	0 0 1½	†A	3	0 0 1½	†B	4	0 0 2¼
2	8	4 0 0 4	" Dn	2	6 0 2	} Sp. A	3	0 0 1½	Sp. A...	3	0 0 1½	A	3	0 0 1½	B	4	0 0 2¼
2	0	2 6 0 1¼	Sp. AUp	2	6 0 1												
2	8	4 0 0 4	" Dn	2	6 0 2	Sp. A...	3	0 0 1½	Sp. A...	3	0 0 1½	A	3	0 0 1½	B	4	0 0 2¼
2	0	2 6 0 1½	Sp. B...	2	6 0 1½	Sp. B...	3	6 0 2	Sp. B...	3	6 0 2	C	4	9 0 2½	D	5	6 0 2¾
2	0	2 6 0 1½	Sp. B...	2	6 0 1½	Sp. B...	3	6 0 2	Sp. B...	3	6 0 2	C	4	9 0 2½	D	5	6 0 2¾
5	0	7 0 0 7	3	7	6 0 5½	3	8	6 0 6	3	8	6 0 6	3	9	0 0 7	3	9	0 0 7
5	0	7 0 0 7	3	7	6 0 5½	Sp. C...	4	0 0 2½	Sp. C...	4	0 0 2½	D	5	6 0 2¾	1	6	0 0 4
8	0	11 0 0 9	3	7	6 0 5½	3	8	6 0 6	3	8	6 0 6	3	9	0 0 7	3	9	0 0 7

* Marked thus, if loose, 3rd class.

Marked thus † an additional charge for use of Tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton.

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862.* SEPTEMBER 1.					
	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	Class.	15 miles.	34 miles.	40 miles.	Class.	15 miles.
Paper.....	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Paintings and Engravings	3 X	11 3 25 6	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3 X	14 10		
Perambulators	3 X	11 3 25 6	1	4 3 9 0	2 X	11 7 22 1	2 X	11 7 22 1	2 X	11 7 22 1	125 6	3 X	14 10		
Perfumery.....	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Picture Frames.....	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Pitch.....	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Portable Engines	3 X	11 3 25 6	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Plants (in pots and cases)	3 X	11 3 25 6	1	4 3 9 0	2 X	11 7 22 1	2 X	11 7 22 1	2 X	11 7 22 1	125 6	3 X	14 10		
Plated Goods	3 X	11 3 25 6	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Quicksilver	3 X	11 3 25 6	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Rags and Materials for making Paper (not chemicals) ..	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Regulus—4-ton lots	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	1	3 9		
Road Metal	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	1	3 9		
Railway Materials	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	2	8 0		
Resin.....	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Sand—4-ton lots	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	1	3 9		
Stone, undressed—do.....	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	1	3 9		
Do. carved into Gravestones	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Do. cut for Building or Grind- stones	3	7 6 17 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Straw. (See page 133.)															
Stocks	2	4 3 9 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		
Spokes and Shafts—Undressed	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	3	9 10		
Shingles.....	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	2	8 0		
Salt—Rock and Calcutta	2	4 3 9 0	1	4 3 9 0	1	3 9 8 6	1	3 9 8 6	1	3 9 8 6	10 0	2	8 0		
Do. Dairy and Meat-curing	2	4 3 9 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	2	8 0		
Sleepers—Railway	2	4 3 9 0	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	2	8 0		
Scientific Instruments.....	3 X	11 3 25 6	1	4 3 9 0	2	7 9 14 9	2	7 9 14 9	2	7 9 14 9	17 0	3	9 10		

X stands for "Exceptional": thus 3 X means 3rd Class rate and exception.
 * 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional with customer.

RATES—continued.

1863. JULY 1.			1863. NOVEMBER 1.			1864. SEPTEMBER 1.			1866. JULY 1.			1867. MARCH 1.					
34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	Not exceeding 15 miles.	Not exceeding 34 miles.	Not exceeding 77 miles.
s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.	s. d. s. d.		s. d. s. d.	s. d. s. d.	s. d. s. d.
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 3 0	3 3 0
28 943 1	3 X		14 10 22 6	34 11	3 X		14 10 22 6	34 11	4		12 0 22 6	35 0	4		4 12 0 22 6	4 48 6	4 48 6
28 943 1	3 X		14 10 22 6	34 11	3 X		14 10 22 6	34 11	4 X		24 0 45 0	70 0	4 X		4 X 24 0 45 0	4 97 0	4 97 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	4		12 0 22 6	35 0	4		4 12 0 22 6	4 48 6	4 48 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	4		12 0 22 6	35 0	4		4 12 0 22 6	4 48 6	4 48 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
28 943 1	3 X		14 10 22 6	34 11	3		14 10 22 6	34 11	4		12 0 22 6	35 0	4		4 12 0 22 6	4 48 6	4 48 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	4		12 0 22 6	35 0	4		4 12 0 22 6	4 48 6	4 48 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
8 613 3	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		1		3 9 6 9 10 6	1		1	3 9 6 9 15 6	1 15 6	1 15 6
8 613 3	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		1		3 9 6 9 10 6	1		1	3 9 6 9 15 6	1 15 6	1 15 6
15 622 1	2		8 0 12 6 18 0	2		8 0 12 6 18 0	2		2		6 8 12 6 18 0	2		2	6 8 12 6 15 6	2 15 6	2 15 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
8 613 3	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		1		3 9 6 9 10 6	1		1	3 9 6 9 15 6	1 15 6	1 15 6
8 613 3	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		1		3 9 6 9 10 6	1		1	3 9 6 9 15 6	1 15 6	1 15 6
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	3		8 0 15 0	23 3	3		3 8 0 15 0	3 33 0	3 33 0
15 622 1	2		8 0 12 6 18 0	2		8 0 12 6 18 0	2		2		6 8 12 6 18 0	2		2	6 8 12 6 25 0	2 25 0	2 25 0
15 622 1	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		2		6 8 12 6 18 0	2		2	6 8 12 6 25 0	2 25 0	2 25 0
15 622 1	1		3 9 6 9 10 6	1		3 9 6 9 10 6	1		2		6 8 12 6 18 0	2		2	6 8 12 6 25 0	2 25 0	2 25 0
15 622 1	2		8 0 12 6 18 0	2		8 0 12 6 18 0	2		2		6 8 12 6 18 0	2		2	6 8 12 6 25 0	2 25 0	2 25 0
19 228 9	3		9 11 15 0	23 3	3		9 11 15 0	23 3	4		12 0 22 6	35 0	4		4 12 0 22 6	4 18 6	4 18 6

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.					1868.† MARCH 1.					1868.† AUGUST 6.					Class.					
	Class.	Not exceeding 8 miles		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles		Exceeding 8, not exceeding 15 miles.							
		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.			
Paper.....	3	6	0	7	60	6	{ Sp. Up " Dn.	1	6	2	60	1 1/2	Sp. Up " Dn.	1	6	2	60	1 1/2	1		
Paintings and Engravings	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4
Perambulators	4 X	18	0	22	61	6		4 X	18	0	22	61	6		4 X	18	0	22	61	6	4 X
Perfumery.....	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4
Picture Frames	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4
Pitch	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	1
Portable Engines	3	6	0	7	60	6		3	6	0	7	60	6		2	5	0	6	30	4 1/2	{ 15 miles 55 " over 55
Plants (in pots and cases)	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4
Plated Goods	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4
Quicksilver	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	2
Rags and Materials for making Paper (not chemicals)	1	2	0	3	60	3		Sp.	1	6	2	60	1		Sp.	1	6	2	60	1	{ Sp. Up " 1 Dn.
Regulus—4-ton lots.....	1	2	0	3	60	3		{ Sp. Up " Dn.	1	6	2	60	1	Sp. Up " Dn.	1	6	2	60	1	1 1/2	Min.
Road Metal	1	2	0	3	60	3		Sp.	1	6	2	60	1		Sp.	1	6	2	60	1	Min.
Railway Materials	2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2	Min.
Resin.....	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	1
Sand—4-ton lots	1	2	0	3	60	3		Sp.	1	6	2	60	1		Sp.	1	6	2	60	1	Min.
Stone, undressed—do.....	1	2	0	3	60	3		Sp.	1	6	2	60	1		Sp.	1	6	2	60	1	Min.
Do. carved into Gravestones.....	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	2
Do. cut for Building or Grind- stones	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	{ Build. 2 Grind. 1
Stocks	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	3
Spokes and Shafts—Undressed	3	6	0	7	60	6		3	6	0	7	60	6		3	6	0	7	60	6	2
Shingles.....	2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2	3
Salt—Rock and Calcutta	2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2		1	2	0	3	60	3	Min.
Do. Dairy and Meat-curing	2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2		2	5	0	6	30	4 1/2	1
Sleepers—Railway	1	2	0	3	60	3		1	2	0	3	60	3		1	2	0	3	60	3	{ Sliding scale "
Scientific Instruments.....	4	9	0	11	30	9		4	9	0	11	30	9		4	9	0	11	30	9	4

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

RATES—continued.

1869. JUNE 1.			1869. SEPTEMBER 6.			1870. JULY 1.			1871. APRIL 4.			1871. AUGUST 1.							
Not exceeding 8 miles	Exceeding 8, not exceeding 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	First 15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.		
s. d. s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.		
2 8 4 0 0 4	8 0 11 0 0 9	16 0 22 0 1 6		1 4 0 0 4	4 11 0 0 9	3 7 6 0 5½		1 5 0 0 4	4 12 0 0 9	4 12 0 0 9	3 8 6 0 6		1 5 0 0 4	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	
8 0 11 0 0 9	8 0 11 0 0 9	8 0 11 0 0 9		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	3 8 6 0 6		3 8 6 0 6	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	
2 8 4 0 0 4	2 8 4 0 0 4	2 8 4 0 0 4		1 4 0 0 4	1 4 0 0 4	1 4 0 0 4		1 5 0 0 4	1 5 0 0 4	1 5 0 0 4	1 5 0 0 4		1 5 0 0 4	1 6 0 0 4	1 6 0 0 4	1 6 0 0 4	1 6 0 0 4	1 6 0 0 4	
and under, 7s. 6d.	" " 10s. 6d.	" " 3d. 3/4 t. 3/4 m.		2 6 0 0 4½	2 6 0 0 4½	2 6 0 0 4½		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	2 7 0 0 5		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	
8 0 11 0 0 9	8 0 11 0 0 9	8 0 11 0 0 9		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	3 8 6 0 6		3 8 6 0 6	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	3 9 0 0 7	
4 0 5 9 0 5½	4 0 5 9 0 5½	4 0 5 9 0 5½		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9		4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	
2 0 2 6 0 1¼	2 8 4 0 0 4	2 0 2 6 0 1¼	Sp. A...	2 6 0 1	2 6 0 1	2 6 0 1	Sp. A...	3 0 0 1½	3 0 0 1½	3 0 0 1½	3 0 0 1½	B	4 0 0 2¼	4 0 0 2¼	C	4 9 0 2½	4 9 0 2½	4 9 0 2½	
2 0 2 6 0 1½	2 0 2 6 0 1½	2 0 2 6 0 1½	Sp. A...	2 6 0 1	2 6 0 1	2 6 0 1	Sp. A...	3 0 0 1½	3 0 0 1½	3 0 0 1½	3 0 0 1½	B	4 0 0 2¼	4 0 0 2¼	C	4 9 0 2½	4 9 0 2½	4 9 0 2½	
2 0 2 6 0 1½	2 0 2 6 0 1½	2 0 2 6 0 1½	Sp. A...	2 6 0 1	2 6 0 1	2 6 0 1	Sp. A...	3 0 0 1½	3 0 0 1½	3 0 0 1½	3 0 0 1½	B	4 0 0 2¼	4 0 0 2¼	C	4 9 0 2½	4 9 0 2½	4 9 0 2½	
2 0 2 6 0 1½	1 4 0 0 4	2 0 2 6 0 1½		1 4 0 0 4	1 4 0 0 4	1 4 0 0 4		1 5 0 0 4	1 5 0 0 4	1 5 0 0 4	1 5 0 0 4		2 7 0 0 5	2 7 0 0 5		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	
2 8 4 0 0 4	2 8 4 0 0 4	2 8 4 0 0 4		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		1 5 0 0 4	1 5 0 0 4	1 5 0 0 4	1 5 0 0 4		2 7 0 0 5	2 7 0 0 5		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	
2 0 2 6 0 1½	2 0 2 6 0 1½	2 0 2 6 0 1½	Sp. A...	2 6 0 1	2 6 0 1	2 6 0 1	Sp. A...	3 0 0 1½	3 0 0 1½	3 0 0 1½	3 0 0 1½	B	4 0 0 2¼	4 0 0 2¼	C	4 9 0 2½	4 9 0 2½	4 9 0 2½	
2 0 2 6 0 1½	2 0 2 6 0 1½	2 0 2 6 0 1½	Sp. A...	2 6 0 1	2 6 0 1	2 6 0 1	Sp. A...	3 0 0 1½	3 0 0 1½	3 0 0 1½	3 0 0 1½	B	4 0 0 2¼	4 0 0 2¼	C	4 9 0 2½	4 9 0 2½	4 9 0 2½	
4 0 5 9 0 5½	4 0 5 9 0 5½	4 0 5 9 0 5½		2 6 0 0 4½	2 6 0 0 4½	2 6 0 0 4½		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	2 7 0 0 5		2 7 0 0 5	2 7 0 0 5		2 7 0 0 5	2 7 0 0 5	2 7 0 0 5	
4 0 5 9 0 5½	2 8 4 0 0 4	4 0 5 9 0 5½		1 4 0 0 4	1 4 0 0 4	1 4 0 0 4		1 5 0 0 4	1 5 0 0 4	1 5 0 0 4	1 5 0 0 4		1 6 0 0 4	1 6 0 0 4		1 6 0 0 4	1 6 0 0 4	1 6 0 0 4	
5 0 7 0 0 7	5 0 7 0 0 7	5 0 7 0 0 7		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	Sp. B...	3 6 0 2	3 6 0 2	C	4 9 0 2½	4 9 0 2½	D	5 6 0 2¾
4 0 5 9 0 5½	4 0 5 9 0 5½	4 0 5 9 0 5½		3 7 6 0 5½	3 7 6 0 5½	3 7 6 0 5½		3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	3 8 6 0 6	Sp. B...	3 6 0 2	3 6 0 2	C	4 9 0 2½	4 9 0 2½	D	5 6 0 2¾
5 0 7 0 0 7	5 0 7 0 0 7	5 0 7 0 0 7	Sp. B...	2 6 0 1½	2 6 0 1½	2 6 0 1½	Sp. B...	3 6 0 2	3 6 0 2	3 6 0 2	3 6 0 2	Sp. B...	3 6 0 2	3 6 0 2	C	4 9 0 2½	4 9 0 2½	D	5 6 0 2¾
2 0 2 6 0 1½	2 0 2 6 0 1½	2 0 2 6 0 1½	Sp. B Up Dn.	2 6 0 1½	2 6 0 2	2 6 0 2	Sp. B...	3 6 0 2	3 6 0 2	3 6 0 2	3 6 0 2	‡Sp. B	3 6 0 2	3 6 0 2	‡C	4 9 0 2½	4 9 0 2½	‡D	5 6 0 2¾
2 8 4 0 0 4	2 8 4 0 0 4	2 8 4 0 0 4		1 4 0 0 4	1 4 0 0 4	1 4 0 0 4		1 5 0 0 4	1 5 0 0 4	1 5 0 0 4	1 5 0 0 4		1 6 0 0 4	1 6 0 0 4		1 6 0 0 4	1 6 0 0 4	1 6 0 0 4	
15 miles, 4d. each ...	90 " 1s. 3d. each ...	124 " 1s. 3d. each ...	Mis. 2½p. ton p. mile.	4 11 0 0 9	4 11 0 0 9	4 11 0 0 9	Sp. C...	4 0 0 2½	4 0 0 2½	4 0 0 2½	4 0 0 2½	Sp. C...	4 0 0 2½	4 0 0 2½	D	5 6 0 2¾	5 6 0 2¾	5 6 0 2¾	5 6 0 2¾
8 0 11 0 0 9	8 0 11 0 0 9	8 0 11 0 0 9		4 11 0 0 9	4 11 0 0 9	4 11 0 0 9		4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	4 12 0 0 9		4 12 0 0 9	4 12 0 0 9		4 12 0 0 9	4 12 0 0 9	4 12 0 0 9	

Marked thus ‡ an additional charge for use of Tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton.

ARTICLES OF TRAFFIC.	1858. DEC. 29.			1860. MARCH 12.			1861.* MAY 1.			1862.* SEPTEMBER 1.																			
	Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.		Class.	15 miles.															
		s.	d.		s.	d.		s.	d.		s.	d.		s.	d.	s.	d.												
Sheepskins	3	7	6	17	0	1	4	3	9	0	1	3	9	8	6	10	0	2	8	0									
Slates	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	10	0	2	8	0									
Soda—Crystals.....	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Soda—Caustic	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Sulphuric Acid—in truck loads of not less than 4 tons	Dan.	22	6	51	0	Dan.	15	6	34	6	Dan.	23	3	44	3	Dan.	23	3	44	3	51	0	Dan.	29	6				
Sewing Machines.....	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10			
Silk Goods	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10			
Slate Slabs	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Shale—Kerosene.....	...	...	...	...	...	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9
Timber (in Log)	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9				
Do. Undressed	2	4	3	9	0	1	4	3	9	0	1	3	9	8	6	1	3	9	8	6	10	0	1	3	9				
Do. Dressed	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0				
Tallow	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	2	8	0				
Tar.....	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Tin-plates	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Threshing Machines	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10			
Tiles	2	4	3	9	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Toys in cases	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10			
Tricycles	3	X	11	3	25	6	1	4	3	9	0	2	X	11	7	22	1	2	X	11	7	22	1	25	6	3	X	14	10
Turnips.....	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Velocipedes	3	X	11	3	25	6	1	4	3	9	0	2	X	11	7	22	1	2	X	11	7	22	1	25	6	3	X	14	10
Water-tanks (empty)	3	X	11	3	25	6	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	X	14	10		
Whiting	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Wire-netting	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
Zinc	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				
NOTE—All articles not enumerated above are carried as follows	3	7	6	17	0	1	4	3	9	0	2	7	9	14	9	2	7	9	14	9	17	0	3	9	10				

X stands for "Exceptional": thus 3 X means 3rd Class rate and exceptional.
* 2s. per ton added to 1st Class rate for loading and unloading if performed by Railway Department—optional with customer.

RATES—continued.

1863. JULY 1.		1863. NOVEMBER 1.			1864. SEPTEMBER 1.			1866. JULY 1.			1867. MARCH 1.						
34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	15 miles.	34 miles.	53 miles.	Class.	Not exceeding 15 miles.	Not exceeding 34 miles.	Not exceeding 77 miles.
s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
15 6 22 1	2	8 0	12 6	18 0	2	8 0	12 6	18 0	2	6 8	12 6	18 0	2	2	6 8	12 6	25 0
15 6 22 1	2	8 0	12 6	18 0	2	8 0	12 6	18 0	2	6 8	12 6	18 0	2	2	6 8	12 6	25 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
57 6 86 3	Dan.	29 9	45 0	69 9	Dan.	29 9	45 0	69 9	Dan.	24 0	45 0	70 0	Dan.	12 0	22 6	48 6	
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
8 6 13 3	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	1	3 9	6 9	15 6
8 6 13 3	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	1	3 9	6 9	15 6
8 6 13 3	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	3 9	6 9	10 6	1	1	3 9	6 9	15 6
15 6 22 1	2	8 0	12 6	18 0	2	8 0	12 6	18 0	2	6 8	12 6	18 0	2	2	6 8	12 6	25 0
15 6 22 1	2	8 0	12 6	18 0	2	8 0	12 6	18 0	2	6 8	12 6	18 0	2	2	6 8	12 6	25 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
19 2 28 9	2	8 0	12 6	18 0	2	8 0	12 6	18 0	2	6 8	12 6	18 0	2	2	6 8	12 6	25 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
28 9 43 1	3 X	14 10	22 6	34 11	3 X	14 10	22 6	34 11	4 X	24 0	45 0	70 0	4 X	4 X	24 0	45 0	97 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	2	6 8	12 6	18 0	2	2	6 8	12 6	15 6
28 9 43 1	3 X	14 10	22 6	34 11	3 X	14 10	22 6	34 11	4 X	24 0	45 0	70 0	4 X	4 X	24 0	45 0	97 0
28 9 43 1	3 X	14 10	22 6	34 11	3 X	14 10	22 6	34 11	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	4	12 0	22 6	35 0	4	4	12 0	22 6	48 6
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0
19 2 28 9	3	9 11	15 0	23 3	3	9 11	15 0	23 3	3	8 0	15 0	23 3	3	3	8 0	15 0	33 0

ARTICLES OF TRAFFIC.	1867.† DECEMBER 1.					1868.† MARCH 1.					1868.† AUGUST 6.					Class.						
	Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.		Class.	Not exceeding 8 miles.		Exceeding 8, not exceeding 15 miles.								
		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.	s.	d.		s.	d.				
Sheepskins	2	5	0	6	3	0	4	1	2	0	3	6	0	3	1	2	0	3	6	0	3	Sp. Up " 1 Dn.
Slates.....	2	5	0	6	3	0	4	2	5	0	6	3	0	4	2	5	0	6	3	0	4	Min.
Soda—Crystals.....	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	Min.
Soda—Caustic	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	1
Sulphuric Acid—in truck loads of not less than 4 tons	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1
Sewing Machines.....	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Silk Goods	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Slate Slabs	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Shale—Kerosene	1	2	0	3	6	0	3	Sp. Up " Dn.	1	6	2	6	0	1	Sp. Up " Dn.	1	6	2	6	0	1	Sp. Up " 1 Dn.
Timber (in Log)	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	Min.
Do. Undressed.....	1	2	0	3	6	0	3	1	2	0	3	6	0	3	1	2	0	3	6	0	3	Min.
Do. Dressed.....	2	5	0	6	3	0	4	2	5	0	6	3	0	4	2	5	0	6	3	0	4	3
Tallow	2	5	0	6	3	0	4	Sp. Up " Dn.	1	6	2	6	0	1	Sp. Up " Dn.	1	6	2	6	0	1	1
Tar.....	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	1
Tin-plates	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	2
Threshing Machines	4	9	0	11	3	0	9	4	9	0	11	3	0	9	2	5	0	6	3	0	4	4
Tiles	2	5	0	6	3	0	4	2	5	0	6	3	0	4	2	5	0	6	3	0	4	3
Toys in cases	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4	9	0	11	3	0	9	4
Tricycles	4	X	18	0	22	6	1	4	X	18	0	22	6	1	4	X	18	0	22	6	1	4
Turnips.....	‡	2	5	0	6	3	0	‡	2	5	0	6	3	0	Sp. Up " Dn.	1	6	2	6	0	1	Sp. Up " 1 Dn.
Velocipedes	4	X	18	0	22	6	1	4	X	18	0	22	6	1	4	X	18	0	22	6	1	4
Water-tanks (empty)	4	9	0	11	3	0	9	4	9	0	11	3	0	9	3	6	0	7	6	0	6	4
Whiting	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	1
Wire-netting	4	9	0	11	3	0	9	4	9	0	11	3	0	9	3	6	0	7	6	0	6	4
Zinc	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	2
NOTE—All articles not enumerated above are carried as follows	3	6	0	7	6	0	6	3	6	0	7	6	0	6	3	6	0	7	6	0	6	

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class Goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

‡ Above 50 miles, 3d.

RATES—continued.

1869. JUNE 1.			1869. SEPTEMBER 6.			1870. JULY 1.			1871. APRIL 4.			1871. AUGUST 1.					
Not exceeding 8 miles.			First 15 miles.			Class.			First 15 miles.			Class.					
s.	d.	s. d.	s.	d.	s. d.	Class.	s.	d.	s. d.	s.	d.	s. d.	s. d.	s. d.			
2 0	2 6 0	1 1/4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	§1	6 0 0	4	§1	6 0 0	4
2 8	4 0 0	4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
2 0	2 6 0	1 1/2	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
2 0	2 6 0	1 1/2	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
2 8	4 0 0	4	3	7 6	0 5 1/2	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
2 8	4 0 0	4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
8 0	11 0 0	9	4	11 0	0 9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9
8 0	11 0 0	9	3	7 6	0 5 1/2	3	8 6 0	6	3	8 6 0	6	3	9 0 0	7	3	9 0 0	7
8 0	11 0 0	9	4	11 0	0 9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9
2 0	2 6 0	1 1/4	Sp. A	2 6 0	0 1	Sp. A	3 0 0	1 1/2	Mis.	2 6 0	1 1/4	Mis.	2 6 0	1 1/4	Mis.	2 6 0	1 1/4
2 8	4 0 0	4	Sp. B	2 6 0	0 1 1/2	Sp. C	4 0 0	2 1/2	Sp. C	4 0 0	2 1/2	D	5 6 0	2 3/4	1	6 0 0	4
2 0	2 6 0	1 1/2	Sp. B	2 6 0	0 1 1/2	Sp. C	4 0 0	2 1/2	Sp. C	4 0 0	2 1/2	D	5 6 0	2 3/4	1	6 0 0	4
5 0	7 0 0	7	1	4 0	0 4	2	7 0 0	5	2	7 0 0	5	2	7 0 0	5	2	7 0 0	5
2 8	4 0 0	4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	2	7 0 0	5	2	7 0 0	5
2 8	4 0 0	4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
4 0	5 9 0	5 1/2	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	2	7 0 0	5	2	7 0 0	5
8 0	11 0 0	9	2	6 0	0 4 3/4	2	7 0 0	5	2	7 0 0	5	2	7 0 0	5	2	7 0 0	5
5 0	7 0 0	7	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
8 0	11 0 0	9	3	7 6	0 5 1/2	3	8 6 0	6	3	8 6 0	6	3	9 0 0	7	3	9 0 0	7
8 0	11 0 0	9	3	7 6	0 5 1/2	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9
2 0	2 6 0	1 1/4	Sp. A Up	2 6 0	0 1	} Sp. A	3 0 0	1 1/2	Sp. A	3 0 0	1 1/2	A	3 0 0	1 1/2	B	4 0 0	2 1/4
2 8	4 0 0	4	„ Dn.	2 6 0	0 2				Sp. A	3 0 0	1 1/2	A	3 0 0	1 1/2	B	4 0 0	2 1/4
8 0	11 0 0	9	3	7 6	0 5 1/2	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9	4	12 0 0	9
8 0	11 0 0	9	3	7 6	0 5 1/2	3	8 6 0	6	3	8 6 0	6	3	9 0 0	7	3	9 0 0	7
2 8	4 0 0	4	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	1	6 0 0	4	1	6 0 0	4
8 0	11 0 0	9	3	7 6	0 5 1/2	3	8 6 0	6	3	8 6 0	6	3	9 0 0	7	3	9 0 0	7
4 0	5 9 0	5 1/2	1	4 0	0 4	1	5 0 0	4	1	5 0 0	4	2	7 0 0	5	2	7 0 0	5
{ In this instance } { see Rate-sheet. }			3	7 6	0 5 1/2	3	8 6 0	6	3	8 6 0	6	3	9 0 0	7	3	9 0 0	7

§ Marked thus, if loose, 2nd Class rates.

No. 29—TRAFFIC RATES—continued.

RATES FOR CARRIAGE OF LIVE STOCK.

29 September, 1858—Rates for the Conveyance of Cattle.

	Distance.					
	14 miles and under.		Over 14 miles and under 25 miles.		25 miles and under 35 miles.	
	s.	d.	s.	d.	s.	d.
Cattle	4	0	6	0	7	6
Calves and Goats	1	0	1	6	2	0
Pigs	0	6	0	9	1	0
Sheep	0	4	0	6	0	8
Minimum charge for Van	16	0	24	0	30	0
Bulls and Entire Horses	16	0	24	0	30	0

12 March, 1860—Rates for the Conveyance of Dogs and Live Stock.

For any distance within 35 miles,—

	s.	d.
Cattle... ..	4	0 per head.
Dogs, calves, and goats	1	0 each.
Pigs	0	4 ”
Sheep	0	4 ”
Bulls and entire horses	15	0 ”

21 August, 1862—Rates for Live Stock.

For any distance within 35 miles,—

	s.	d.	Over 35 miles...	s.	d.
Cattle	4	0 per head.	...	5	0
Calves and goats	1	0 each.	”	1	6
Pigs	0	4 ”	”	0	6
Sheep	0	4 ”	”	0	6
Bulls and entire horses	15	0 ”	”	20	0

1 July, 1863—Rates for Live Stock.

Distance.	Calves, Sheep, or Pigs—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{4}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 80 Sheep, or 60 Pigs—Full Truck.	Poultry in Coops—each Coop.
For any distance under 15 miles	£ s. d. 0 2 6	£ s. d. 0 7 6	£ s. d. 0 10 0	£ s. d. 1 0 0	£ s. d. 0 2 6
” ” 35 ”	0 3 6	0 15 0	1 2 6	2 5 0	0 4 0
” ” 55 ”	0 4 6	1 2 6	1 10 0	3 5 0	0 5 6
” ” 75 ”	0 5 6	1 10 0	1 17 6	4 5 0	0 7 0

1 November, 1863—Rates for Live Stock.

Cattle—each.	Calves, Sheep, or Pigs—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{4}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 80 Sheep, or 60 Pigs—Full Truck.	Bulls—each.
3d. per mile.	1d. per mile.	4d. per mile.	7d. per mile.	1s. per mile.	7d. per mile.

Minimum charge { Cattle, 4s.
Calves, 1s. 6d.
Sheep or Pigs, 1s.

N.B.—Live Stock in full Trucks or portions of Trucks will be conveyed to and from such stations as are named for Horses and Carriages, and the minimum charge will be 5s.

1 March, 1867—Rates for Live Stock.

Cattle—each.	Calves, Sheep, or Pigs—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{4}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs—Full Truck.	Bulls—each.
3d. per mile.	1d. per mile.	4d. per mile.	7d. per mile.	1s. per mile.	7d. per mile.

Minimum charge { Cattle, 4s.
Calves, 1s. 6d.
Sheep or Pigs, 1s.

N.B.—Live Stock in full Trucks or portions of Trucks will be conveyed to and from such stations as have accommodation for unloading only, and the minimum charge will be 4s.

RATES FOR SHEEP.

Sheep in flocks of not less than 400, conveyed at owner's risk, as follows:—
Mittagong, 4d. per head; Richmond, 2 $\frac{1}{2}$ d. per head; Penrith, 2 $\frac{1}{2}$ d. per head.
Sheep in van loads will be conveyed at owner's risk, at 7d. per mile per waggon.

No. 29—TRAFFIC RATES—continued.

1 August, 1868.—Rates for Live Stock.

Cattle— each.	Calves, Sheep, or Pigs—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs— Full Truck.	Bulls— each.
3d. per mile.	1d. per mile.	4d. per mile.	6d. per mile.	9d. per mile.	6d. per mile.

Minimum charge:—Cattle, 4s. ; Calves, 1s. 6d. ; Sheep or Pigs, 1s.

N.B.—Live Stock in full Trucks or portions of Trucks will be conveyed to and from such stations as have accommodation for unloading only, and the minimum charge will be 4s.

RATES FOR SHEEP.

Sheep in flocks of not less than 200, conveyed at Owner's risk, as follows, viz. :—

30 to 40 miles	...	...	...	...	...	2½d. per head.
40 to 60 "	...	...	...	...	...	3½d. "
60 to 80 "	...	...	...	...	...	4d. "
80 to 100 "	...	...	...	...	...	5d. "
100 to 120 "	...	...	...	...	...	6d. "

SHEEP, IN VAN LOADS.

Will be conveyed at Owner's risk, at 7d. per mile per waggon.

1 June, 1869.—Rates for Live Stock.

Cattle— each.	Calves, Sheep, or Pigs—each.	Valuable Rams or Ewes— each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs— Full Truck.	Bulls— each.
3d. per mile.	1d. per mile.	2d. per mile.	4d. per mile.	6d. per mile.	8d. per mile.	6d. per mile.

Minimum charge:—Cattle, 4s. ; Calves, 1s. 6d. ; Sheep or Pigs, 1s. ; Bulls, 7s. 6d. ; Valuable Rams or Ewes, 2s.

N.B.—Live Stock in full Trucks or portions of Trucks will be conveyed to and from such Stations only as have accommodation for loading or unloading.

RATES FOR SHEEP.

Sheep in flocks of not less than 200, conveyed at Owner's risk, as follows, viz. :—

Not exceeding 40 miles	...	...	...	...	...	3d. per head.
40 to 60 "	...	...	...	...	...	4d. "
60 to 80 "	...	...	...	...	...	5d. "
80 to 100 "	...	...	...	...	...	6d. "
100 to 120 "	...	...	...	...	...	7d. "
Over 120 "	...	...	...	...	...	8d. "

SHEEP IN FLOCKS UNDER 200

Will be conveyed at Owner's risk, at 6d. per mile per waggon (two tiers), to hold not more than 60 each waggon. To be loaded and unloaded by Owners. If loaded or unloaded by the Department, 2s. per Truck for each service will be charged.

MOBS OF CATTLE.

Mobs of Cattle of not less than 16 will be conveyed at Owner's risk, at 6d. per mile per waggon—to be loaded and unloaded by Owners. If loaded or unloaded by Department, 1s. per Truck for each service will be charged.

NOTE.—In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department, at Owner's risk and expense.

6 September, 1869.—Rates for Live Stock.

Cattle— each.	Calves, Sheep, or Pigs—each.	Valuable Rams or Ewes— each, if less number than for $\frac{1}{2}$ Truck.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs— Full Truck.	Bulls— each.
2d. per mile.	1d. per mile.	2d. per mile.	4d. per mile.	6d. per mile.	8d. per mile.	6d. per mile.

Minimum charge:—Cattle, 4s. ; Calves, 1s. 6d. ; Sheep or Pigs, 1s. ; Bulls, 7s. 6d. ; valuable Rams or Ewes, 2s.

CATTLE.

In numbers of not less than 16, will be conveyed at Owner's risk, at 6d. per mile per waggon—to be loaded and unloaded by Owners.

RATES FOR SHEEP.

Sheep, in flocks, conveyed at Owner's risk, as follows, viz. :—

Not exceeding 40 miles	...	...	...	...	...	3d. per head.
40 to 60 "	...	...	...	...	...	4d. "
60 to 80 "	...	...	...	...	...	5d. "
80 to 100 "	...	...	...	...	...	6d. "
100 to 120 "	...	...	...	...	...	7d. "
Over 120 "	...	...	...	...	...	8d. "

Loaded and unloaded by Owners.

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

Live Stock, in full Trucks, or portions of Trucks, will be conveyed to and from such stations only as have accommodation for loading or unloading.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department at Owner's risk, and a charge of 2s. per Truck will be made.

No. 29—TRAFFIC RATES—*continued.*

1 July, 1870.—Rates for Live Stock.

Cattle— each.	Calves, Sheep, or Pigs—each.	Valuable Rams or Ewes— each, if less number than for $\frac{1}{2}$ Truck.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 80 Sheep, or 60 Pigs— Full Truck.	Bulls— each.
2d. per mile.	1d. per mile.	2d. per mile.	4d. per mile.	6d. per mile.	8d. per mile.	6d. per mile.

Minimum charge :—Cattle, 4s., or at rate for $\frac{1}{2}$ Truck ; Calves, 1s. 6d. ; Sheep or Pigs, 1s. ; Bulls, 7s. 6d. ; valuable Rams or Ewes, 2s.

CATTLE.

In numbers of not less than 16, will be conveyed at Owner's risk, at 6d. per mile per waggon—to be loaded and unloaded by Owners.

RATES FOR SHEEP.

Sheep, in flocks, conveyed at Owner's risk, as follows, viz. :—

Not exceeding 40 miles	...	...	...	...	...	3d. per head.
40 to 60 "	...	...	...	...	...	4d. "
60 to 80 "	...	...	...	...	...	5d. "
80 to 100 "	...	...	...	...	...	6d. "
100 to 120 "	...	...	...	...	...	7d. "
Over 120 "	...	...	...	...	...	8d. "

To be loaded and unloaded by Owners.

The charge for Sheep in flocks is for any number when the number at per head exceeds the charge for a full Truck.

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

Live Stock, in full Trucks, or portions of Trucks, will be conveyed to and from such stations only as have accommodation for loading or unloading.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department, at Owner's risk, and a charge of 2s. per Truck will be made.

1 August, 1871.—Rates for Live Stock.

Cattle— each.	2 Cows, or 5 Calves or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 80 Sheep, or 60 Pigs— Full Truck.	Bulls— each.
3d. per mile.	4d. per mile.	7d. per mile.	10d. per mile.	7d. per mile.

Minimum charge :—Cattle, 6s., or at rate for $\frac{1}{2}$ Truck ; Calves, 1s. 6d. ; Sheep or Pigs, 1s. ; Bulls, 10s. 6d.

CATTLE.

In numbers of not less than 16, will be conveyed at Owner's risk, at 8d. per mile per waggon—to be loaded and unloaded by Owners.

RATES FOR SHEEP.

Sheep in flocks, conveyed at Owner's risk, as follows, viz. :—

Not exceeding 40 miles	...	...	...	...	...	5d. per head.
40 to 60 "	...	...	...	...	...	6 $\frac{1}{2}$ d. "
60 to 80 "	...	...	...	...	...	7 $\frac{1}{2}$ d. "
80 to 100 "	...	...	...	...	...	8 $\frac{1}{2}$ d. "
100 to 120 "	...	...	...	...	...	9d. "
Over 120 "	...	...	...	...	...	10d. "

To be loaded and unloaded by Owners.

The charge for Sheep in flocks is for any number when the number at per head exceeds the charge for a full Truck.

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

The Commissioner does not guarantee arrival at any particular time, nor for any particular market.

Live Stock, in full Trucks, or portions of Trucks, will be conveyed to and from such stations only as have accommodation for loading or unloading; and flocks and herds only at convenient times, to be previously arranged with the Traffic Manager.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department, at Owner's risk, and a charge of 2s. per Truck will be made.

No. 29—TRAFFIC RATES—continued.

WOOL RATES.

Distance carried.	1858.	1860.	1861.	1862.	1863.	1863.	1867.	1867.	1868.	1868.	1869.	1870.	1871.		1871.						
	DEC.	MAR.	MAY.	SEP.	JULY.	NOV.	MAR.	DEC.	MAR.	AUG.	JUNE.	JULY.	APRIL.	JULY.							
	6d. per ton per mile, without cartage.	3d. per ton per mile, without cartage.	5d. per ton per mile, without cartage.	5d. per ton per mile, without cartage.	6d. per ton per mile, without cartage.	Per bale, includ- ing cartage in Sydney.	Down journey to any of the places named below, same rate will be charged as for bales of 3 cwt. and under without reference to weight. Including cartage in Sydney. <i>Up journey.</i>	Including cartage in Sydney. <i>Up journey.</i>	Including cartage in Sydney. <i>Up journey.</i>	<i>Up and Down journey.</i>	Down journey lowest rate without limit as to weight. <i>Up journey.</i>	Down journey, at per bale.	Up journey, at per bale, not over 6 cwt., if over 3d. per bale additional.	Up or Down journey, at per bale, to or from Washing Establish- ments.	Up journey, at per bale, not over 6 cwt., if over 3d. per bale additional.	Down journey, at per bale, to Washing Establish- ments.	Up journey, at per bale, not over 5 cwt., if over 6d. per bale additional.				
Not exceeding 5 miles	s. d. 0 6	s. d. 0 3	s. d. 0 5	s. d. 0 5	s. d. 0 6½	s. d. 1 6	Over 3 cwt. s. d. 1 0	3 cwt. and under. s. d. 0 9	Over 3 cwt. s. d. 1 0	3 cwt. and under. s. d. 0 9	Over 3 cwt. s. d. 1 0	3 cwt. & under. s. d. 0 9	s. d. 0 9	Not over 4 cwt. s. d.	Over 4 cwt. s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
" 14 "	1 4	0 8	1 2	1 2	1 6	1 6	1 6	0 9	1 6	0 9	1 0	0 9	0 9	.....	.....	.....	.....	.....	.....	.....	.....
" 15 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 0	1 3	1 0	1 3	1 0	1 3	1 0	1 4
" 22 "	2 2	1 1	1 10	1 10	2 4	2 0	2 0	1 3	2 0	1 3	1 6	1 0	1 0	1 3	1 6	1 3	1 6	1 3	1 6	1 3	1 8
" 30 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 6	1 10	1 6	1 10	1 6	1 10	1 6	2 3
" 34 "	3 4	1 8	2 10	2 10	3 8	2 6	2 6	1 9	2 6	1 9	2 0	1 3	1 3	.....	.....	.....	.....	.....	.....	.....	.....
" 37 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 0	2 6	2 0	2 6	2 0	2 6	2 0	3 0
" 40 "	.....	.....	.....	3 4	4 4	3 6	3 6	2 6	3 6	2 6	3 0	2 0	2 0	.....	.....	.....	.....	.....	.....	.....	.....
" 53 "	.....	.....	.....	.....	.....	3 6	3 6	2 6	3 6	2 6	3 0	2 0	2 0	2 6	3 0	2 6	3 0	2 6	3 0	2 6	4 0
" 77 "	.....	.....	.....	.....	.....	.....	4 6	3 3	4 6	3 3	4 6	2 9	2 9	3 3	4 0	3 3	4 0	3 3	4 0	.....	5 0
" 86 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 0	3 0	3 0	3 9	4 9	3 9	4 9	3 9	4 9	.....	5 9
" 114 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 0	4 9	5 9	4 9	5 9	4 9	5 9	.....	6 6
" 134 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 6	6 9	5 6	6 9	5 6	6 9	.....	7 6

No. 29—TRAFFIC RATES—*continued.*

PARCELS RATES.

29 September, 1858—Parcels Rates.

Distances.	28 lbs. and under.	42 lbs. and under.	56 lbs. and under.	84 lbs. and under.	112 lbs. and under.	Every 28 lbs. or fractional part of 28 lbs. in addition.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
14 miles and under	0 6	0 9	1 0	1 3	1 6	0 3
Over 14 miles and under 25 miles	0 9	1 0	1 3	1 6	1 9	0 3
Over 25 miles and under 35 miles	1 0	1 3	1 6	1 9	2 0	0 3

Bullion, coin, clocks and watches, glass, mirrors, paintings, prints, picture frames, jewellery, plate or plated articles, and similar valuable property, will be conveyed at Parcels Rates, or under special agreement.

1 May, 1861—Parcels Rates.

For any distance within 35 miles,—	s. d.
28 lbs. and under	0 9
42 lbs. and under	1 0
56 lbs. and under	1 3
84 lbs. and under	1 6
112 lbs. and under	2 6
Every 28 lbs. or fractional part of 28 lbs. in addition	0 4

Bullion, coin, clocks, watches, glass, mirrors, paintings, prints, picture frames, jewellery, plate or plated articles, and similar valuable property, will be conveyed at Parcels Rates or under special arrangement, at the option of the Commissioner.

21 August, 1862—Parcels Rates.

For any distance within 35 miles,—	s. d.	
28 lbs. and under	0 9	over 35 miles
42 lbs. and under	1 0	1 3
56 lbs. and under	1 3	1 6
84 lbs. and under	1 6	2 0
112 lbs. and under	2 6	3 0
Every 28 lbs. or fractional part of 28 lbs. in addition	0 4	0 6

Bullion, coin, clocks, watches, glass, mirrors, paintings, prints, picture frames, jewellery, plate or plated articles, and similar valuable property, will be conveyed at Parcels Rates or under special arrangement, at the option of the Commissioner.

1 July, 1863—Parcels Rates.

Distance.	28 lbs. or under.	56 lbs. or under.	112 lbs. or under.	Above 112 lbs.
	s. d.	s. d.	s. d.	
For any distance under 15 miles	0 6	1 0	1 9	½d. per lb.
” 35 ”	0 9	1 6	2 6	½d. ”
” 55 ”	1 0	2 0	3 0	½d. ”
” 75 ”	1 6	2 6	3 6	1d. ”

Passengers' excess luggage, half of the above rates.

Bullion, coin, clocks, watches, glass, mirrors, paintings, prints, picture frames, jewellery, plate or plated articles, and similar valuable property, will be conveyed at Parcels Rates or under special arrangement, at the option of the Commissioner.

1 July, 1866—Parcels Rates.

Distance.	14 lbs. and under.	28 lbs. and under.	56 lbs. and under.	84 lbs. and under.	112 lbs. and under.	For every 28 lbs. or part of a lb. above 112 lbs.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
For any distance under 15 miles	0 6	0 9	0 9	1 0	1 3	0 4
” 35 ”	1 0	1 3	1 6	1 6	2 0	0 9
” 55 ”	1 6	1 9	2 0	2 3	2 6	1 0
” 75 ”	2 0	2 6	2 9	3 0	3 6	1 3

All parcels to be at stations 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Commissioner does not hold himself responsible for contents.

Newspaper parcels, half parcels rates, minimum charge, 6d.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Passengers' excess luggage, half of the above rates.

No. 29—TRAFFIC RATES—*continued.*

1 December, 1867—Parcels Rates.

Distance.	14 lbs. and under.	28 lbs. and under.	56 lbs. and under.	84 lbs. and under.	112 lbs. and under.	For every 28 lbs. or part of a lb. above 112 lbs.
For any distance under 15 miles	s. d. 0 6	s. d. 0 9	s. d. 0 9	s. d. 1 0	s. d. 1 3	s. d. 0 4
" 35 "	1 0	1 3	1 6	1 6	2 0	0 9
" 55 "	1 6	1 9	2 0	2 3	2 6	1 0
" 77 "	2 0	2 6	2 9	3 0	3 6	1 3
" 100 "	2 6	3 0	3 3	3 6	4 0	1 6

All parcels to be at stations 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Commissioner does not hold himself responsible for contents.

Newspaper parcels, half parcels rates, minimum charge, 6d.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Passengers' excess luggage, half of the above rates.

6 August, 1868—Parcels Rates.

Distance.	14 lbs. and under.	28 lbs. and under.	56 lbs. and under.	84 lbs. and under.	112 lbs. and under.	For every 28 lbs. or part of a lb. above 112 lbs.
For any distance under 15 miles	s. d. 0 6	s. d. 0 9	s. d. 0 9	s. d. 1 0	s. d. 1 3	s. d. 0 4
" 35 "	1 0	1 3	1 6	1 6	2 0	0 9
" 55 "	1 6	1 9	2 0	2 3	2 6	1 0
" 77 "	2 0	2 6	2 9	3 0	3 6	1 3
" 100 "	2 6	3 0	3 3	3 6	4 0	1 6
" 120 "	2 9	3 3	3 6	3 9	4 6	1 9

All parcels to be at stations 15 minutes before the advertised time of departure of the train, by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Commissioner does not hold himself responsible for contents.

Newspaper parcels, half parcels rates, minimum charge, 6d.; single copies to any station or part of the line, at 4s. 6d. per quarter, paid in advance.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Passengers' excess luggage, half of the above rates.

1 June, 1869—Parcels Rates.

Miles.	1 lb. to 3 lbs.	3 lbs. to 7 lbs.	7 lbs. to 14 lbs.	14 lbs. to 28 lbs.	28 lbs. to 56 lbs.	56 lbs. to 84 lbs.	84 lbs. to 112 lbs.	Every 28 lbs. or part of a lb.
Distances not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 6	1 0	1 0	1 0	1 0	1 3	1 6	0 3
35	1 0	1 3	1 6	1 9	2 0	2 3	3 0	0 9
55	1 3	1 6	1 9	2 0	2 3	2 6	3 6	1 0
77	1 6	2 0	2 3	2 6	3 0	3 6	4 0	1 0
90	1 9	2 3	2 6	3 0	3 9	4 6	5 3	1 3
120	1 9	2 6	2 9	3 3	4 0	4 9	5 6	1 3
150	2 6	3 0	3 6	4 6	5 6	6 6	7 6	1 9

All Parcels to be at Stations fifteen minutes before the advertised time of departure of the Train by which they are to be forwarded.

Parcels over £10 value, and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Newspaper Despatches, half-parcels rates; minimum charge, 6d.

Furniture and Musical Instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Packed Parcels, quadruple rates, but the Department will not hold itself responsible for numbers or contents.

Newspaper Parcels, one-fourth parcels rate.

No. 29—TRAFFIC RATES—*continued.*
6 September, 1869—Parcels Rates.

Miles.	Under 7 lbs.	7 lbs. to 14 lbs.	14 lbs. to 28 lbs.	28 lbs. to 56 lbs.	56 lbs. to 84 lbs.	84 lbs. to 112 lbs.	Every 28 lbs. or part of a lb.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 4	0 6	0 9	0 10	1 0	1 3	0 3
20	0 5	0 8	1 0	1 3	1 6	1 9	0 4
30	0 6	0 10	1 3	1 6	1 9	2 0	0 5
40	0 8	1 0	1 6	1 9	2 0	2 3	0 6
55	0 10	1 2	1 9	2 0	2 3	2 6	0 7
77	1 0	1 4	2 0	2 3	2 6	2 9	0 8
90	1 3	1 9	2 3	2 6	2 9	3 0	0 9
120	1 6	2 0	2 9	3 3	3 6	3 9	0 10
150	1 9	2 6	3 3	4 0	4 9	5 3	1 2

NOTE.—Dairy produce over 1 cwt. will be conveyed only when practicable, by passenger trains, at goods rates.

All parcels to be at stations 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

1 July, 1870—Parcels Rates.

Miles.	7 lbs. and under.	Over 7 lbs. to 14 lbs.	Over 14 lbs. to 28 lbs.	Over 28 lbs. to 56 lbs.	Over 56 lbs. to 84 lbs.	Over 84 lbs. to 112 lbs.	Every 28 lbs. or part of a lb.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 4	0 6	0 9	0 10	1 0	1 3	0 3
20	0 5	0 8	1 0	1 3	1 6	1 9	0 4
30	0 6	0 10	1 3	1 6	1 9	2 0	0 5
40	0 8	1 0	1 6	1 9	2 0	2 3	0 6
60	0 10	1 2	1 9	2 0	2 3	2 6	0 7
80	1 0	1 4	2 0	2 3	2 6	2 9	0 8
90	1 3	1 8	2 3	2 6	2 9	3 0	0 9
120	1 6	2 0	2 9	3 3	3 6	3 9	0 10
150	1 9	2 4	3 3	4 0	4 9	5 3	1 0
180	2 0	2 8	3 9	4 9	6 0	6 9	1 3
210	2 3	3 0	4 3	5 6	7 3	8 3	1 6
240	2 6	3 3	4 9	6 3	8 6	9 9	1 9

NOTE.—Dairy produce over 1 cwt. will be conveyed only when practicable, by passenger trains, at goods rates.

All parcels to be at stations 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

April, 1871—Parcels Rates.

Miles.	7 lbs. and under.	Over 7 lbs. to 14 lbs.	Over 14 lbs. to 28 lbs.	Over 28 lbs. to 56 lbs.	Over 56 lbs. to 84 lbs.	Over 84 lbs. to 112 lbs.	Every 28 lbs. or part of a lb.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 4	0 6	0 9	0 10	1 0	1 3	0 3
20	0 5	0 8	1 0	1 3	1 6	1 9	0 4
30	0 6	0 10	1 3	1 6	1 9	2 0	0 5
40	0 8	1 0	1 6	1 9	2 0	2 3	0 6
60	0 10	1 2	1 9	2 0	2 3	2 6	0 7
80	1 0	1 4	2 0	2 3	2 6	2 9	0 8
90	1 3	1 8	2 3	2 6	2 9	3 0	0 9
120	1 6	2 0	2 9	3 3	3 6	3 9	0 10
150	1 9	2 4	3 3	4 0	4 9	5 3	1 0
180	2 0	2 8	3 9	4 9	6 0	6 9	1 3
210	2 3	3 0	4 3	5 6	7 3	8 3	1 6
240	2 6	3 3	4 9	6 3	8 6	9 9	1 9

NOTE.—Dairy produce over 1 cwt. will be conveyed only when practicable, by passenger trains, at goods rates.

All parcels to be at stations 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Furniture and musical instruments, double parcels rate.

Corpses, 6d. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

No. 29—TRAFFIC RATES—*continued.*

RATES for Carriage of Coal, from 29th December, 1858, to 31st December, 1871, at per ton.

SOUTH AND WEST LINES.	NORTHERN LINE.										
<p style="text-align: center;">29 December, 1858.</p> <p><i>In Commissioner's Trucks.</i></p> <p>Class 2. 15 miles 4/3 34 " 9/-</p> <p><i>In Owner's Trucks.</i></p> <p>2d. per ton per mile.</p>	<p style="text-align: center;">Same as South and West.</p>										
<p style="text-align: center;">12 March, 1860.</p> <p><i>In Commissioner's Trucks.</i></p> <p>3d. per ton per mile.</p> <p><i>In Owner's Trucks.</i></p> <p>2d. per ton per mile.</p>	<p style="text-align: center;">Same as South and West.</p>										
<p style="text-align: center;">1 May, 1861.</p> <p>Class 1. 15 miles 3/9 34 " 8/6</p>	<p style="text-align: center;">Same as South and West.</p>										
<p style="text-align: center;">1 November, 1863.</p> <p>Class 1. 15 miles 3/9 34 " 6/9 53 " 10/6</p>	<p style="text-align: center;">Same as South and West.</p>										
<p style="text-align: center;">1 July, 1866.</p> <p>Class 1. 15 miles 3/9 34 " 6/9 53 " 10/6</p>	<p style="text-align: center;"><i>In Owner's Trucks.</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Under 6 miles.....</td> <td style="width: 50%;">-/11 per ton.</td> </tr> <tr> <td>Above 6 " to 10 miles ...</td> <td>1/1 "</td> </tr> <tr> <td>10 " 15 " ...</td> <td>1/4 "</td> </tr> <tr> <td>15 " 25 " ...</td> <td>2/- "</td> </tr> <tr> <td>25 " 32 " ...</td> <td>2/6 "</td> </tr> </table> <p style="text-align: center;"><i>In Commissioner's Trucks.</i></p> <p>1st class. See South and West rate.</p> <div style="text-align: right; font-size: small;">} Use of cranes included.</div>	Under 6 miles.....	-/11 per ton.	Above 6 " to 10 miles ...	1/1 "	10 " 15 " ...	1/4 "	15 " 25 " ...	2/- "	25 " 32 " ...	2/6 "
Under 6 miles.....	-/11 per ton.										
Above 6 " to 10 miles ...	1/1 "										
10 " 15 " ...	1/4 "										
15 " 25 " ...	2/- "										
25 " 32 " ...	2/6 "										
<p style="text-align: center;">1 December, 1867.</p> <p>Class 1. To 8 miles 2/- " 15 " 3/6 Over 15 " -/3</p>	<p style="text-align: center;">No alteration.</p>										
<p style="text-align: center;">1 March, 1868. Special Class.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%;">8 miles.</td> <td style="width: 33%;">15 miles. Over 15 miles.</td> </tr> <tr> <td>Up.....</td> <td>1/6 2/6</td> <td>-/1</td> </tr> <tr> <td>Down.....</td> <td>1/6 2/6</td> <td>-/1½</td> </tr> </table>		8 miles.	15 miles. Over 15 miles.	Up.....	1/6 2/6	-/1	Down.....	1/6 2/6	-/1½	<p style="text-align: center;">No alteration.</p>	
	8 miles.	15 miles. Over 15 miles.									
Up.....	1/6 2/6	-/1									
Down.....	1/6 2/6	-/1½									

No. 29—TRAFFIC RATES—*continued.*

SOUTH AND WEST LINES.	NORTHERN LINE.																																						
<p>1 June, 1869. Mineral Class.</p> <p>8 miles..... 2/- 15 " 2/6 Over 15 " 1/1½</p>	<p>1 June, 1869.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;">Owner's Trucks.</th> <th style="width: 20%; text-align: center;">Commissioner's Trucks.</th> </tr> </thead> <tbody> <tr> <td>Under 7 miles</td> <td style="text-align: center;">1/10</td> <td style="text-align: center;">1/6</td> </tr> <tr> <td>Over 7 " to 10 miles</td> <td style="text-align: center;">1/-</td> <td style="text-align: center;">2/6</td> </tr> <tr> <td>10 " 15 "</td> <td style="text-align: center;">1/3</td> <td style="text-align: center;">2/6</td> </tr> <tr> <td>15 " 20 "</td> <td style="text-align: center;">1/6</td> <td style="text-align: center;">2/9</td> </tr> <tr> <td>20 " 35 "</td> <td style="text-align: center;">2/2</td> <td style="text-align: center;">3/-</td> </tr> <tr> <td>35 " 50 "</td> <td style="text-align: center;">2/9</td> <td style="text-align: center;">4/-</td> </tr> <tr> <td>50 " 80 "</td> <td style="text-align: center;">3/6</td> <td style="text-align: center;">6/-</td> </tr> </tbody> </table> <p style="text-align: right;">} Use of cranes included.</p>		Owner's Trucks.	Commissioner's Trucks.	Under 7 miles	1/10	1/6	Over 7 " to 10 miles	1/-	2/6	10 " 15 "	1/3	2/6	15 " 20 "	1/6	2/9	20 " 35 "	2/2	3/-	35 " 50 "	2/9	4/-	50 " 80 "	3/6	6/-														
	Owner's Trucks.	Commissioner's Trucks.																																					
Under 7 miles	1/10	1/6																																					
Over 7 " to 10 miles	1/-	2/6																																					
10 " 15 "	1/3	2/6																																					
15 " 20 "	1/6	2/9																																					
20 " 35 "	2/2	3/-																																					
35 " 50 "	2/9	4/-																																					
50 " 80 "	3/6	6/-																																					
<p>6 September, 1869.</p> <p><i>In Commissioner's Trucks.</i></p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Under 7 miles</td> <td style="text-align: center;">1/6</td> </tr> <tr> <td>Over 7 " to 10 miles</td> <td style="text-align: center;">2/-</td> </tr> <tr> <td>10 " 15 "</td> <td style="text-align: center;">2/6</td> </tr> <tr> <td>15 " 20 "</td> <td style="text-align: center;">3/-</td> </tr> <tr> <td>20 " 35 "</td> <td style="text-align: center;">4/-</td> </tr> <tr> <td>35 " 50 "</td> <td style="text-align: center;">5/-</td> </tr> <tr> <td>50 " 65 "</td> <td style="text-align: center;">6/-</td> </tr> <tr> <td>65 " 80 "</td> <td style="text-align: center;">7/-</td> </tr> <tr> <td>80 " 95 "</td> <td style="text-align: center;">8/-</td> </tr> <tr> <td>95 " 105 "</td> <td style="text-align: center;">9/-</td> </tr> </tbody> </table>	Under 7 miles	1/6	Over 7 " to 10 miles	2/-	10 " 15 "	2/6	15 " 20 "	3/-	20 " 35 "	4/-	35 " 50 "	5/-	50 " 65 "	6/-	65 " 80 "	7/-	80 " 95 "	8/-	95 " 105 "	9/-	<p>6 September, 1869.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;">Owner's Trucks.</th> </tr> </thead> <tbody> <tr> <td>Under 7 miles</td> <td style="text-align: center;">1/10</td> </tr> <tr> <td>Over 7 " to 10 miles</td> <td style="text-align: center;">1/-</td> </tr> <tr> <td>10 " 15 "</td> <td style="text-align: center;">1/3</td> </tr> <tr> <td>15 " 20 "</td> <td style="text-align: center;">1/6</td> </tr> <tr> <td>20 " 35 "</td> <td style="text-align: center;">2/2</td> </tr> <tr> <td>35 " 50 "</td> <td style="text-align: center;">2/9</td> </tr> <tr> <td>50 " 65 "</td> <td style="text-align: center;">3/3</td> </tr> <tr> <td>65 " 80 "</td> <td style="text-align: center;">3/9</td> </tr> </tbody> </table> <p style="text-align: right;">} Use of cranes included.</p> <p><i>In Commissioner's trucks the same rate as for south and west.</i></p>		Owner's Trucks.	Under 7 miles	1/10	Over 7 " to 10 miles	1/-	10 " 15 "	1/3	15 " 20 "	1/6	20 " 35 "	2/2	35 " 50 "	2/9	50 " 65 "	3/3	65 " 80 "	3/9
Under 7 miles	1/6																																						
Over 7 " to 10 miles	2/-																																						
10 " 15 "	2/6																																						
15 " 20 "	3/-																																						
20 " 35 "	4/-																																						
35 " 50 "	5/-																																						
50 " 65 "	6/-																																						
65 " 80 "	7/-																																						
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95 " 105 "	9/-																																						
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<p>1 July, 1870.</p> <p><i>Owner's Trucks.</i></p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>Under 7 miles</td> <td style="text-align: center;">10d.</td> </tr> <tr> <td>Over 7 to 10 miles.....</td> <td style="text-align: center;">1/-</td> </tr> <tr> <td>10 " 15 "</td> <td style="text-align: center;">1/3</td> </tr> <tr> <td>15 " 25 "</td> <td style="text-align: center;">1/10</td> </tr> <tr> <td>25 " 35 "</td> <td style="text-align: center;">2/4</td> </tr> </tbody> </table> <p>Above 35 miles, 1d. per ton per mile in addition to 35 miles.</p> <p><i>Commissioner's Trucks.</i></p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td>15 miles</td> <td style="text-align: center;">3/9</td> </tr> <tr> <td>Over 15 miles.....</td> <td style="text-align: center;">1½d.</td> </tr> </tbody> </table>	Under 7 miles	10d.	Over 7 to 10 miles.....	1/-	10 " 15 "	1/3	15 " 25 "	1/10	25 " 35 "	2/4	15 miles	3/9	Over 15 miles.....	1½d.	<p>Same as South and West.</p>																								
Under 7 miles	10d.																																						
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25 " 35 "	2/4																																						
15 miles	3/9																																						
Over 15 miles.....	1½d.																																						
<p>4 April, 1871.</p> <p><i>Miscellaneous Rate.</i></p> <p>2/6 for 15 miles. 1½d. each additional mile.</p>	<p>No alteration.</p>																																						

In force on 31st December, 1871.

No. 30.

RATES for Carriage of Hay, Straw, and Chaff, from 29th December, 1858, to 31st December, 1871.

Hay and Straw (Pressed).

		8 miles.	15 miles.	34 miles.	53 miles.
1858—December 29.....	2nd Class .....	.....	4/3	9/-	.....
*1861—May 1	1st ,, .....	.....	3/9	8/6	.....
1863—July 1	2nd ,, .....	.....	8/-	15/6	22/1
November 1	2nd ,, .....	.....	8/	12/6	18/-
†1867—December 1	2nd ,,	5/-	6/3; 4½d. over 15 miles.		
1868—March 1—Rates fixed for certain distances, averaging 1½d. per ton per mile.					
1869—June 1—	do. do.	1½d.	”	”	”
September 6—	do. do.	1½d.	”	”	”
1870—July 1—	do. do.	2d.	”	”	”
1871—April 4					
	Special A		15 miles.	over 15 miles.	
August 1	B up journey		£3/	1½d.	
	C down		£4/	2½d.	
			£4/9	2½d.	

Hay and Straw (Loose).

		8 miles.	15 miles.	34 miles.	53 miles.
1858—December 29	3rd Class .....	.....	7/6	17/-	.....
1860—March 12	1st ,, .....	.....	4/3	9/-	.....
1861—September 1.....	2nd ,, .....	.....	7/9	14/9	.....
1863—July 3	3rd ,, .....	.....	9/10	19/2	28/9
November 1	3rd ,, .....	.....	9/11	15/-	23/3
1864—September 1.....	Per truck .....	.....	10/-	17/-	26/6
1866—July 1	1st Class .....	.....	3/9	6/9	10/6
1867—December 1	1st ,,	2/-	3/6; 3d. over 15 miles.		
”	Per truck .....	.....	10/-; up to 53 miles, 28/-; sliding scale.		
1871—April 4 .....	” .....	.....	12/6	”	35/- ”

Chaff (Pressed).

		8 miles.	15 miles.	34 miles.	53 miles.
1858—December 29	3rd Class .....	.....	7/6	17/-	.....
*1860—March 12	1st ,, .....	.....	4/3	9/-	.....
1861—May 1	2nd ,, .....	.....	7/9	14/9	.....
1863—July 1	3rd ,, .....	.....	9/10	19/2	28/9
November 1	3rd ,, .....	.....	9/11	15/	23/3
1866—July 1	2nd ,, .....	.....	6/8	12/6	18/
†1867—December 1	2nd ,,	5/-	6/3; 4½d. over 15 miles.		
1868—March 1	} Same as Pressed Hay. See above.				
1869—June 1					
September 6.....					
1870—July 1					
1871—April 4					
	Special A		15 miles.	over 15 miles.	
August 1	” C, up journey		3/	1½d.	
	” D, down journey		£4/9	2½d.	
			£5/6	2½d.	

* 2s. per ton added to 1st Class rate for loading and unloading, if performed by Railway Department. Optional with customer.

† Together with Terminal charge of 2s. per ton on 2nd, 3rd, and 4th Class goods. A deduction of 1 mile will be made on every 5 miles beyond 15 miles for the whole distance.

Marked thus † an additional charge for use of Tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton.

No. 31.
 COMPARATIVE STATEMENT of the Rates charged for Goods and Passengers in New South Wales, Queensland, South Australia, and Victoria, during 1871.
 I.—GOODS RATES.

Articles of Tra Fc.	New South Wales.			Queensland.				South Australia.			Victoria.				
	Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.		Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.
					At lower rate.	At higher rate.	At lower rate.	At higher rate.							
1 Acids (in cases and carboys).....	4	s. d. 12 0	s. d. 75 9	5	s. d. 16 3	s. d. 17 6	s. d. 108 4	s. d. 116 8	} 2d. to 9d. per mile, as per agreement.	s. d. 13 3	s. d. 77 0	4	s. d. 11 3	s. d. 75 10	} Double rate.
2 Agricultural Machines	2	7 0	42 5	4	15 0	16 3	100 0	108 4		3	8 9	59 2			
3 Ammunition	4	12 0	75 9	5	16 3	17 6	108 4	116 8	} 4	13 3	77 0	4	11 3	75 10	} Down.
4 Bark (in sheets, bundles, or bags)	B	5 0	22 0	Except	1 11	one rate	12 6	one rate		1	5 9	27 0	1	6 3		42 6	} Up.†
5 Bicycles	4	12 0	75 9	5	16 3	17 6	108 4	116 8	} 4	13 3	77 0	4	11 3	75 10	} Down.
6 Boats (80 cubic feet per ton)	2	7 0	42 5	3	12 6	13 9	83 4	91 8		1	5 9	27 0	50 feet	7 6		50 5	} Old ones up.
7 Boilers, if requiring 2 trucks 3rd class rates }	2	7 0	42 5	1	7 6	8 9	50 0	58 4	} Bones only	5 9	27 0	1	6 3	42 6	} Down.
8 Bones (in bags)	B	4 0	20 0	Except	1 11	12 6		1	5 9	27 0	Bones only	4 9		26 0	} Up.†
9 „ (loose)	C	4 9	22 6	„	1 11	one rate	12 6	.....	} 1	5 9	27 0	.....	6 3	42 6	} Down.
10 Bottles (empty, in cases or crates)	B	4 0	20 0	1	7 6	8 9	50 0	58 4		1	5 9	27 0	1	4 9		26 0	} Up.†
11 Bran.....	A	4 0	15 8	Agricultural	7 6	to 30 miles	20 0	Warwick Dalby.....	} 2	7 7½	39 6	1	6 3	42 6	} Down.
12*Bricks	C	4 9	22 6	Except	1 11	one rate	12 6		1	5 9	27 0	1	4 9		26 0	} Up.†
13 Carpentry	3	9 0	58 7	4	15 0	16 3	100 0	108 4	} 1	9 6	52 0	3	8 9	59 2	} Down.
14 Cases (new, empty)	B	4 0	20 0	2	10 0	11 3	66 8	75 0		1	5 9	27 0	1	6 3		42 6	} Not named.
15 Casks (new, empty)	B	4 0	20 0	2	10 0	11 3	66 8	75 0	} 1	5 9	27 0	1	6 3	42 6	} Down.
16 Cement	1	6 0	34 4	Mineral	3 9	5 0	25 0	33 4		1	5 9	27 0	Mineral	5 0		33 4	} Up.†
17 Chaff (pressed)	C	5 9	24 6	Agricultural	7 6	to 30 miles	20 0	32 6	} 2	7 7½	39 6	1	6 3	42 6	} Down.
18 Charcoal and Coke.....	1	6 0	34 4	Charcoal	1 7 6	8 9	50 0	58 4		See	Coke.	Charcoal 1	5 0	33 4		} Not named.
19*Clay	B	4 0	20 0	Except	1 11	.....	12 6	.....	} 1	5 9	27 0	Mineral	5 0	33 4	} Down.
20 Coal (in bags).....	1	6 0	34 4	„	1 11	12 6		Coal only	„	5 0		33 4	} Up.†
21*Coke	C	4 9	22 6	Except	1 11	.....	12 6	.....	} 2	7 7½	39 6	Minerals 1, in bags	5 0	33 4	} Down.
22 Copper Ingots.....	1	6 0	34 4	Mineral	3 9	5 0	25 0	33 4		} 1	5 9	27 0	4	11 3		75 10	} Up.†
				Rod, &c.	2 10 0	11 3	66 8	75 0					1	6 3	42 6
				Ingots	1 7 6	8 9	50 0	58 4							

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 31—GOODS RATES—continued.

Articles of Traffic.	New South Wales.			Queensland.				South Australia.			Victoria.				
	Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.		Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.
					At lower rate.	At higher rate.	At lower rate.	At higher rate.							
23 Drain-pipes.....	C	s. d. 4 9	s. d. 22 6	Mineral	s. d. 3 9	s. d. 5 0	s. d. 25 0	s. d. 33 4	I	s. d. 5 9	s. d. 27 0	Mineral.....	s. d. 6 3	s. d. 42 6	Under 2 tons. Over " Up.
24 Fellos, Spokes, and Shafts—(undressed)					s. d. 7 6	s. d. 8 9	s. d. 50 0	s. d. 58 4	I	s. d. 5 9	s. d. 27 0	Firewood rate not named.	s. d. 5 0	s. d. 33 4		Up.
25 Flour.....	A	4 0	15 8	I	7 6	8 9	50 0	58 4	I	5 9	27 0	I	6 3	42 6	Down.
26 Fruit (Orchard).....	A	4 0	15 8	Agricultural do.	7 6 to 30 miles do.	8 9 do.	20 0	32 6	See Parcels Rates	7 7½	39 6	3	8 9	59 2	Up. ‡
27 Furniture.....	3	9 0	58 7	5	16 3	17 6	108 4	116 8		9 6	52 0	3	8 9	59 2	Down.
28 Garden produce not otherwise specified...	A	4 0	15 8	Agricultural	7 6 to 30 miles		20 0	32 6	2	7 7½	39 6	I	6 3	42 6	Up. ‡
29 Grain (all kinds).....	A	4 0	15 8	Agricultural	7 6 to 30 miles		20 0	32 6	I	5 9	27 0	I	4 9	26 0	Up. ‡
30 Girders, if requiring two trucks no less } charge than for 3 tons will be made. }	2	7 0	42 5	2	10 0	11 3	66 8	75 0				2	7 6	50 5	
31 Greaves.....	I	6 0	34 4	Special	5 0	6 3	33 4	41 8	I	5 9	27 0 †	I	7 3	43 6	Down and Up. ‡
32 Guano and Artificial Manures.....	C	4 9	22 6	Agricultural	7 6 to 30 miles		20 0	32 6	2	7 7½	39 6	I	4 9	26 0		Down.
33 Hay (pressed and branded with weight)...	B	5 0	22 0	Agricultural	7 6 to 30 miles		20 0	32 6	2	7 7½	39 6	I	4 9	26 0	Up. ‡
34 Hides (down journey).....	C	4 9	22 6	Special	5 0	6 3	33 4	41 8	I	5 9	27 0	I	6 3	42 6	
35 Do.				"	5 0	6 3	33 4	41 8	I	5 9	27 0	I	6 3	42 6	Down.
		If loose or insecure 3	58 7										4 9	26 0	Up. ‡
		If dry in bales											6 3	42 6	Down.
36 Hoofs.....	2	7 0	42 5	Except	I II		12 6		I	5 9	27 0	I	4 9	26 0	Up. ‡
37 Horns.....	2	7 0	42 5	"	I II		12 6		I	5 9	27 0	I	4 9	26 0	Down.
38 Iron—Bar, Rod, and Bundles.....				I	7 6	8 9	50 0	58 4					6 3	42 6	Up. ‡
" Boiler-plate or Sheet.....				I	7 6	8 9	50 0	58 4	I	5 9	27 0 †	I	6 3	42 6	
" Corrugated (in cases).....				I	7 6	8 9	50 0	58 4							
" Girders, not exceeding 3 tons.....				14 feet, I	7 6	8 9	50 0	58 4							
" " Over 3 tons (2nd) Second class rates.....	2	7 0	42 5	Over " 2	10 0	11 3	46 8	75 0	I	7 6	54 0	I	6 3	42 6	
" Nails.....				I	7 6	8 9	50 0	58 4				I	6 3	42 6	6 3 43 6
" Pig and Scrap.....				Mineral	3 9	5 0	25 0	33 4			27 0	I	6 3	42 6	Scrap
" Tanks, 80 cubic feet (Corrugated).....				Water, 4	15 0	16 3	100 0	100 4	I	5 9		I	5 0	33 4	4 9 26 0
" Wire (in bundles).....				I	7 6	8 9	50 0	58 4	I		39 6	4	11 3	75 10	
" Wheels and Axles (Railway).....				Mineral	3 9	5 0	25 0	33 4	2	7 7½		I	6 3	42 6	
39 Joinery.....	3	9 0	58 7	4	15 0	16 3	100 0	108 4		9 6	52 0	3		59 2	
40 Kerosene Oil (Up Journey).....	Up I	6 0	34 4	3	12 6	13 9	83 4	91 8	2	7 7½	39 6	2	7 6	50 5	

No. 31—GOODS RATES—continued.

Articles of Traffic.	New South Wales.			Queensland.				South Australia.			Victoria.				
	Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.		Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.
					At lower rate.	At higher rate.	At lower rate.	At higher rate.							
41 Lead—Pig or Sheet—Pig.....	2	s. d.	s. d.	Mineral	s. d.	s. d.	s. d.	s. d.	owner's risk.	s. d.	s. d.	Pig, 1	s. d.	s. d.	Down. Return. Is. included.
" " Sheet.....		7 0	42 5	1	3 9	5 0	25 0	33 4	1	5 9	27 0	Sheet, 2	6 3	42 6	
42 Leather (Up Journey)—Dressed.....	} 2 in bales... } 3 if loose...	7 0	42 5	3	12 6	13 9	83 4	91 8	Lime only...	5 9	27 0	1	6 3	42 6	
" " Undressed.....		9 0	58 7	2	10 0	11 3	66 8	75 0		1	5 9	27 0	Misc., 1	4 9	20 0
43 Lime (in bags).....	1	6 0	34 4	Lime mineral	3 9	5 0	25 0	33 4	1	5 9	27 0	1	5 0	33 4	
44 Malt.....	2	7 0	42 5	1	7 6	8 9	50 0	58 4	1	5 9	27 0	1	6 3	42 6	
*45 Manure (loose).....	B	4 0	20 0	Except	1 11		12 6		1	5 9	27 0	1			
*45 Marble—Undressed.....	B	4 0	20 0	Mineral	3 9	5 0	25 0	33 4	1	5 9	27 0	1			
47 Musical and Scientific Instruments.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4	13 3	77 0	Mineral	5 0	33 4	
48 Naphtha.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4	13 3	77 0	4	11 3	75 10	
49 Offal.....	1	6 0	34 4	Special	5 0	6 3	33 4	41 8	4s			2	7 6	50 5	
50 *Ores and Regulus.....	B	4 0	20 0	Mineral	3 9	5 0	25 0	33 4	1	5 9	27 0†	1	6 3	42 6	
51 Paintings and Engravings.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	1	5 9	27 0	Mineral	5 0	33 4	
52 Paper (Up Journey).....	1	6 0	34 4	1	7 6	8 9	50 0	58 4	4	13 3	77 0	4	11 3	75 10	
53 Palings, Post and Rails, Stocks.....	C	4 9	22 6	Special	2 6		16 8		1	5 9	27 0	1 bale	6 3	42 6	
54 Perambulators.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	2 reams			2	7 6	50 5	
55 Picture Frames.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4	13 3	77 0	4	11 3	75 10	
56 Pier-glasses and Mirrors.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4*†	13 3	77 0	4	11 3	75 10	
57 Pollard.....	A	4 0	15 8	5	16 3	17 6	108 4	116 8	4	13 3	77 0	4	11 3	75 10	
58 Portable Engines.....	2	7 0	42 5	Agricultural	7 6 to	30 miles	20 0	32 6	2	7 7½	39 6	1	6 3	42 6	
59 Potatoes, Pumpkins, Melons, Turnips, Carrots, Cabbages, Mangold-wurzel, and Beetroot.....	A	3 0	13 8	2	10 0	11 3	66 8	75 0	Not named.			2	7 6	50 5	
				Agricultural	7 6 to	30 miles	20 0	32 6	1	5 9	27 0	1	6 3	42 6	
									Potatoes						
									2	7 7½	39 6				
									Produce not specified.						
60 Preserved Meat, in cases or casks.....	D	5 6	25 0	Special	5 0	6 3	33 4	41 8	1†	5 9	27 0		6 3	42 6	
61 Quicksilver.....	4	12 0	75 0	4	15 0	16 3	100 0	108 4	4	13 3	77 0	2	7 6	50 5	
62 Rags, and Materials for making Paper (not chemicals).....	B	4 0	20 0	Except	1 11		12 6		1	5 9	27 0†	1	6 3	42 6	
63 Railway Materials.....	2	7 0	42 5	Mineral	3 9	5 0	25 0	33 4	1†	5 9	27 0*		4 9	26 0	
64 Resin.....	2	7 0	42 5	1	7 6	8 9	50 0	58 4	1	5 9	27 0	1			
65 *Road Metal.....	B	4 0	20 0	Except	1 11		12 6		1	5 9	27 0	1	6 3	42 6	
66 Salt—Rock and Calcutta.....	C	5 9	24 6	Mineral	3 9	5 0	25 0	33 4	1	5 9	27 0†	Mineral	5 0	33 4	
67 " —Dairy and Meat Curing.....	1	6 0	34 4	Special	5 0	6 3	33 4	41 8	1	5 9	27 0	"	5 0	33 4	
68 *Sand.....	B	4 0	20 0	Except	1 11		12 6		1	5 9	27 0	1	6 3	42 6	
69 Sewing-machines.....	4	12 0	75 9	4	15 0	16 3	100 0	108 4	1	5 9	27 0	Mineral	5 0	33 4	
70 Sheepskins, in bales or secured bundles, if loose, or insecure bundles, 2nd Class	1 in bale 2 loose	6 0 7 0	34 4 42 5	Special	5 0	6 3	33 4	41 8	4	13 3	77 0	4	11 3	75 10	
71 Shingles and Laths.....	C	4 9	22 6	Laths 1	7 6	8 9	50 0	58 4	.....†			1	6 3	42 6
				Shingles	3 9		25 0		1	5 9	27 0	2	7 6	50 5	

No. 31—GOODS RATES—continued.

Articles of Traffic.	New South Wales.			Queensland.				South Australia.			Victoria.				
	Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.		Class.	15 Miles.	100 Miles.	Class.	15 Miles.		100 Miles.
					At lower rate.	At higher rate.	At lower rate.	At higher rate.							
72 Slates and Tiles	I	6 0	34 4	Mineral	3 9	5 0	25 0	33 4	2	7 7½	39 6		5 0	33 4	
73 Slate Slabs for Billiard Tables.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	Slabs only...	5 9	†27 0		11 3	75 10	
74 Sleepers (Railway).....	D	5 6	25 0	Timber	3 9		25 0		I	5 9	27 0	{ Softwood... Firewood... Rate	6 3 2 6 1 3	42 6 16 8 8 4	Down. Up.
75 Soda (Crystals)	I	6 0	34 4	I	7 6	8 9	50 0	58 4	I	5 9	27 0	I	6 3	42 6	
76 Soda (Caustic)	I	6 0	34 4	I	7 6	8 9	50 0	58 4	I	5 9	27 0	I	6 3	42 6	
77*Stone	B	4 0	20 0	Except	I II		12 6		I	5 9	27 0	I	4 9	26 0	Down. Up. Special rate.
78 Stone (cut for building or grindstones) ...	I	6 0	34 4	"	I II		12 6		I	5 9	27 0	I	6 3	42 6	
79 Straw (pressed and branded with weight)	B	5 0	22 0	Agricultural	7 6 to	30 miles	20 0	32 6	2	7 7½	39 6	I	4 9	26 0	Down. Not named. Up.†
80 Sulphuric Acid	I	6 0	34 4	2	10 0	11 3	66 8	75 0	I	5 9	27 0	I	6 3	42 6	
81 Tallow.....	2	7 0	42 5	Special	5 0	6 3	33 4	41 8	I	5 9	27 0	I	6 3	42 6	Down. Up.†
82 Tar and Pitch	I	6 0	34 4	I	7 6	8 9	50 0	58 4	I	5 9	27 0		6 3	42 6	
83 Timber dressed, and boards not exceeding } 2 inches in thickness.....	2	7 0	42 5	Not named...		Timber	rate.		I	5 9	27 0		6 3	42 6	
84 Timber, in logs	D	5 6	25 0	Timber	3 9		25 0		{ I ... 5 9 27 0 40 ft. to ton not over 20 ft. ||			{ Timber rate	6 0	1s. 2d. †	truck. Down. mile. Up.
85 " undressed	D	5 6	25 0	"	3 9		25 0		I				6 0	1s. 2d. †	truck. Down. mile. Up.
86 Tricycles	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4	13 3	77 0	4	11 3	75 10	
87 Velocipedes.....	4	12 0	75 9	5	16 3	17 6	108 4	116 8	4	13 3	77 0	4	11 3	75 10	
88 Whiting	I	6 0	34 4	Special	5 0	6 3	33 4	41 8	I	5 9	27 0	I	6 3	42 6	
89 Zinc and Tin-plates	2	7 0	42 5	"	5 0	6 3	33 4	41 8	I	5 9	27 0	I	6 3	42 6	

* Marked thus will be carried in 4-ton lots; smaller quantities will be charged as 4 tons or 1st class rates, at option of senders. All other articles will be carried in quantities of not less than 1 ton; under 1 ton to be charged as 1 ton or at 2nd class rates, but in no case will a charge less than for ¼-ton be made for any fractional part of a ton over 1 ton.
 † Marked thus are not named in South Australian Tariff, but if carried they would be charged the rates set down, judging by analogous cases.
 ‡ is. per ton included for loading and unloading.
 § Marked thus not carried.
 || Hardwood and other timber by dead weight. Timber exceeding 20 feet in length, special agreement.

NOTE.—All goods in A rate, if down journey B rates.
 " B " " C "
 " C " " D "
 " D " " First Class.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

No. 31—GOODS RATES—continued.

NEW SOUTH WALES.	QUEENSLAND.	SOUTH AUSTRALIA.	VICTORIA.																																																																																	
<p align="center">Miscellaneous.</p> <p>COAL. LIMESTONE. FIREWOOD. SHALE (KEROSENÉ). Owner's risk, to be loaded and unloaded by owners. Carried only in four-ton lots, and in no case will a charge less than for 2 cwt. be made for any fractional part of a ton over one ton. Lots under four tons to be charged as <i>four tons</i> or <i>under First-class Rates</i>, at option of owner. NOTE.—Trucks must be unloaded in Sydney and Goulburn, and goods removed within six working hours after arrival, and within twelve working hours after arrival at any other station, or a demurrage charge for detention of truck and storage will be charged at the rate of 6d. per hour per truck.</p> <table border="0"> <tr> <td></td> <td align="center">15 miles.</td> <td align="center">100 miles.</td> </tr> <tr> <td></td> <td align="center">s. d.</td> <td align="center">s. d.</td> </tr> <tr> <td>RATE.—For the first 15 miles, 2s. 6d. per ton, and for every mile exceeding 15 miles, 1½d. per ton per mile, exclusive of charge for demurrage of trucks or storage in yard</td> <td align="center">2 6</td> <td align="center">11 4</td> </tr> <tr> <td>GUNPOWDER (owner's risk), in casks, 1s. per ton per mile for whole distance. To be loaded and unloaded by owners. Minimum charge, 5s.</td> <td align="center">15 0</td> <td align="center">100 0</td> </tr> <tr> <td>FISH, Fresh or Shell (in basket, bag, or crate), in quantities of not less than 2 cwt., at 3d. per ton per mile for the whole distance. Minimum charge, 2s. 6d.</td> <td align="center">3 9</td> <td align="center">25 0</td> </tr> </table> <p>The Commissioner does not guarantee arrival at any particular time, nor by any particular train, nor for any particular market.</p> <p align="center">Wool Rates. <i>Including cartage in Sydney.</i></p>		15 miles.	100 miles.		s. d.	s. d.	RATE.—For the first 15 miles, 2s. 6d. per ton, and for every mile exceeding 15 miles, 1½d. per ton per mile, exclusive of charge for demurrage of trucks or storage in yard	2 6	11 4	GUNPOWDER (owner's risk), in casks, 1s. per ton per mile for whole distance. To be loaded and unloaded by owners. 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NEW SOUTH WALES.							
Rates for Live Stock.							
Cattle—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{4}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 80 Sheep, or 60 Pigs—Full Truck.	Bulls—each.			
3d. per mile.	4d. per mile.	7d. per mile.	10d. per mile.	7d. per mile.			
Minimum charge:—Cattle, 6s., or at rate for $\frac{1}{2}$ truck; calves, 1s. 6d.; sheep or pigs, 1s.; bulls, 10s. 6d.							
CATTLE.							
In numbers of not less than 16, will be conveyed at owner's risk, at 8d. per mile per waggon—to be loaded and unloaded by owners.							
RATES FOR SHEEP.							
Sheep in flocks, conveyed at owner's risk, as follows, viz.:—							
Not exceeding 40 miles 5d. per head.							
40 to 60 " 6 $\frac{1}{2}$ d. "							
60 to 80 " 7 $\frac{1}{2}$ d. "							
80 to 100 " 8 $\frac{1}{2}$ d. "							
100 to 120 " 9d. "							
Over 120 " 10d. "							
To be loaded and unloaded by owners.							
The charge for sheep in flocks is for any number when the number at per head exceeds the charge for a full truck.							
CONDITIONS FOR CONVEYANCE OF LIVE STOCK.							
The Commissioner does not guarantee arrival at any particular time, nor for any particular market.							
Live stock, in full trucks, or portions of trucks, will be conveyed to and from such stations only as have accommodation for loading or unloading; and flocks and herds only at convenient times to be previously arranged with the Traffic Manager.							
In all cases of conveyance of live stock, owners must unload same within three hours after arrival, or the stock will be unloaded by the Department, at owner's risk, and a charge of 2s. per truck will be made.							
Rates for Fresh Meat.							
In van-loads of not less than 6 carcasses of beef, or 20 ditto mutton, or 10 ditto pork or veal.							
Distance.	Beef 4 $\frac{1}{2}$ Carcass	Pork or Veal 4 $\frac{1}{2}$ Carcass	Mutton 4 $\frac{1}{2}$ Carcass	Distance.	Beef 4 $\frac{1}{2}$ Carcass	Pork or Veal 4 $\frac{1}{2}$ Carcass	Mutton 4 $\frac{1}{2}$ Carcass
15 miles and under.	s. d.	s. d.	s. d.	8 $\frac{1}{2}$ miles and under.	s. d.	s. d.	s. d.
25 " "	1 0	0 5	0 4	9 $\frac{1}{2}$ " "	8 0	1 3 $\frac{1}{2}$	0 11
35 " "	2 0	0 6 $\frac{1}{2}$	0 5	10 $\frac{1}{2}$ " "	9 0	1 5	1 1
40 " "	3 0	0 8	0 6	11 " "	10 3	1 6 $\frac{1}{2}$	1 1
45 " "	4 0	0 9 $\frac{1}{2}$	0 7	11 $\frac{1}{2}$ " "	11 0	1 8	1 2
55 " "	5 0	0 11	0 8	12 $\frac{1}{2}$ " "	11 9	1 9 $\frac{1}{2}$	1 3
65 " "	6 0	1 0 $\frac{1}{2}$	0 9	13 $\frac{1}{2}$ " "	12 6	1 11	1 4
75 " "	7 0	1 2	0 10				
To be loaded and unloaded by owners, and conveyed at their risk.							
The Commissioner does not guarantee arrival at any particular time, nor for any particular market.							

QUEENSLAND.	
Live Stock.	
CATTLE.	
Full waggons, containing more than 3, and not more than 6 head, 1/- per waggon per mile.	
Half-waggons, containing not more than 3 head, -/8.	
Min. charge, -/6 per waggon per mile.	
SHEEP.	
Any number loaded.	
-/5 per 4-wheel waggon per mile, both floors	
-/7 " 6 " " "	
-/3half 4 " " " "	
Quantities not requiring a sheep waggon will be charged as under, viz.:—	
50 miles 1/- per head	
100 " 2/- " "	
150 " 3/- " "	
PIGS.	
-/6 per waggon per mile for 18 bacon or 24 pork pigs.	
-/3 " " 9 bacon or 12 porkers	
Fresh Meat.	
Meat—1st class; 15 miles, 7/6 and 8/9; 100 miles, 50/- and 58/4.	

SOUTH AUSTRALIA.	
Live Stock.	
Live stock will be conveyed in all cases at owner's risk, and to and from such stations only as have accommodation for loading and unloading.	
For a single horse, -/8 per mile.	
For the hire of a horse-box or cattle or sheep van, 1/- per mile.	
Calves and pigs will be conveyed by special arrangement, and only when conveniences exist for their transport.	
Live stock must be loaded and unloaded by owners, and at their risk.	
Fresh Meat.	
Not shown.	

VICTORIA.	
Live Stock.	
Minimum charge for a sheep truck, 40 miles, 40/-	
Do. goods truck, minimum, 20 miles, with sheep, 20/-	
Each sheep, &c., pig, or calf, &c.—24 miles, 2/-, and beyond, -/1 per mile.	
3 to 10, half-truck charged; over 10, full truck charged.	
100 miles, Melbourne to Sandhurst, 75/- per sheep-truck.	
Free pass for drover.	
Fresh Meat.	
	15 miles. 100 miles.
Up journey, 1 ton.....	3/9 25/-
Down " ".....	6/3 42/6

No. 31—GOODS RATES—continued.

NEW SOUTH WALES.	QUEENSLAND.	SOUTH AUSTRALIA.	VICTORIA.																																			
<p>Live Stock and Implements for Agricultural Shows. OWNER'S RISK. Valuable stock and implements to the Show, ordinary rates, by ordinary trains only. From the Show, if sold, ordinary rates. From the Show, if unsold, free to the station from where such stock was consigned, and the rate paid to the Show repaid on production of certificate from Secretary of Agricultural Society that they are unsold. To be loaded and unloaded by owners, and conveyed only at owner's risk, and subject to conditions for conveyance of live stock.</p> <p>Contractor's Plant, at Owner's risk. Waggons and materials, except permanent-way materials, at 3d. per ton per mile. Waggons on wheels, 6d. per mile each. Locomotive engines in steam, owner's risk only, 2s. 6d. per mile each, in addition to wages of driver, fireman, and guard, and cost of fuel. Do. on wheels, but not in steam, first-class rates, at owner's risk only.</p> <p>Rates for Hay and Straw, Unpressed.</p> <table border="0"> <tr> <td></td> <td>£</td> <td>s.</td> <td>d.</td> <td></td> </tr> <tr> <td>Not exceeding 53 miles</td> <td>1</td> <td>15</td> <td>0</td> <td>per Truck.</td> </tr> <tr> <td>" 45 "</td> <td>1</td> <td>11</td> <td>3</td> <td>"</td> </tr> <tr> <td>" 40 "</td> <td>1</td> <td>8</td> <td>0</td> <td>"</td> </tr> <tr> <td>" 34 "</td> <td>1</td> <td>5</td> <td>0</td> <td>"</td> </tr> <tr> <td>" 25 "</td> <td>0</td> <td>18</td> <td>9</td> <td>"</td> </tr> <tr> <td>" 15 "</td> <td>0</td> <td>12</td> <td>6</td> <td>"</td> </tr> </table> <p>CONDITIONS. Unpressed hay and straw will be carried only under special agreement that consignor will take all risk of loss of, or damage to, same whilst in the custody of the Commissioner, and must be loaded by owner and unloaded within one clear working day after day of arrival. A truck-load must not exceed in height 12 feet in the centre from the level of the rail, and must be gradually rounded to the side from the centre, and no more than 7 feet 6 inches across, and must not bulge over the trucks more than 6 inches at each end. NOTE.—Hay and Straw, unpressed.—The Commissioner will not hold himself responsible for delivery by any particular train, nor for any particular market, but every exertion will be made to deliver without unnecessary delay. Hay and straw will be carried only between Sydney and Picton, Penrith and Richmond, inclusive.</p>		£	s.	d.		Not exceeding 53 miles	1	15	0	per Truck.	" 45 "	1	11	3	"	" 40 "	1	8	0	"	" 34 "	1	5	0	"	" 25 "	0	18	9	"	" 15 "	0	12	6	"	<p>Live Stock, &c., for Agricultural Shows. Not named.</p> <p>Contractor's Plant. Not named.</p> <p>Hay and Straw. Agricultural class—7/6 for 30 miles; 20/- and 32/6 for 100 miles.</p>	<p>Live Stock, &c., for Agricultural Shows. Not shown.</p> <p>Contractor's Plant. Not shown.</p> <p>Hay and Straw. Not shown.</p>	<p>Live Stock, &c., for Agricultural Shows. Live stock not named.</p> <p>Contractor's Plant. Not named.</p> <p>Hay and Straw. Up journey— Under 50 miles, 30/- per truck. Over " -/6 " per mile additional. Down journey— Under 30 miles, 30/- per truck. Over " 45/- "</p>
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<p>The Commissioner for Railways will not be responsible for the safe conveyance of gold dust and bullion, or gold and silver coin, as the following charges are made, and the gold dust and bullion and coin carried, on condition of its being in charge of owners and at their risk.</p> <table border="0" style="width: 100%;"> <tr> <td></td> <td style="text-align: center;">Distance not over 55 miles.</td> <td style="text-align: center;">Distance not over 100 miles.</td> <td style="text-align: center;">Distance not over 150 miles.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Gold dust and bullion,</td> <td></td> <td></td> <td></td> <td></td> <td>Gold dust.</td> <td>Gold coin.</td> <td>Silver coin.</td> <td></td> </tr> <tr> <td> ₤ 100 ozs.</td> <td>20s.</td> <td>3s. 6d.</td> <td>35s. od.</td> <td></td> <td>55 miles 25/-</td> <td>7/6</td> <td>14/-</td> <td></td> </tr> <tr> <td>Gold Coin, ₤ £100 ...</td> <td>5s.</td> <td>10d.</td> <td>8s. 4d.</td> <td></td> <td>100 " ... 27/6</td> <td>10/-</td> <td>15/-</td> <td></td> </tr> <tr> <td>Silver Coin, ₤ £100 ...</td> <td>10s.</td> <td>1s. 9d.</td> <td>17s. 6d.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>Fractions over 100 and under 50 will not be charged, but fractions of 50 and over will be charged as 100.</p>										Distance not over 55 miles.	Distance not over 100 miles.	Distance not over 150 miles.						Gold dust and bullion,					Gold dust.	Gold coin.	Silver coin.		₤ 100 ozs.	20s.	3s. 6d.	35s. od.		55 miles 25/-	7/6	14/-		Gold Coin, ₤ £100 ...	5s.	10d.	8s. 4d.		100 " ... 27/6	10/-	15/-		Silver Coin, ₤ £100 ...	10s.	1s. 9d.	17s. 6d.														<table border="0" style="width: 100%;"> <tr> <td></td> <td style="text-align: center;">55 miles.</td> <td style="text-align: center;">100 miles.</td> <td style="text-align: center;">150 miles.</td> </tr> <tr> <td>25/-</td> <td>40/-</td> <td>60/-</td> <td></td> </tr> <tr> <td>6/3</td> <td>10/-</td> <td>15/-</td> <td></td> </tr> <tr> <td>12/6</td> <td>20/0</td> <td>30/-</td> <td></td> </tr> </table>				55 miles.	100 miles.	150 miles.	25/-	40/-	60/-		6/3	10/-	15/-		12/6	20/0	30/-																																																																																																																																																																																																														
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<p>NOTE.—Dairy produce over 1 cwt. will be conveyed only when practicable, by Passenger Trains, at goods rates.</p> <p>All parcels to be at station 15 minutes before the advertised time of departure of the train by which they are to be forwarded.</p> <p>Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged, and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.</p> <p>Furniture and musical instruments, double parcels rate.</p> <p>Corpses, 6d. per mile; minimum charge, 5s.</p> <p>Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.</p> <p>Passengers' excess luggage, parcels rates.</p>													<p style="text-align: center;">Rates for the use of trucks:—</p> <p>For a 7-ton truck—1/6 per mile; minimum, 9/-</p> <p>" 6 " 1/3 " " 7/6</p> <p>" 5 " 1/1 " " 6/6</p> <p>In addition to the above rates, a charge of -/3 per ton will be made for haulage of trucks between Port Adelaide station and the wharf lines, or between the station and any store or warehouse connected therewith by a line of rails.</p> <p style="text-align: center;">SMOKING.</p> <p>A compartment of a 1st class carriage is set apart for smokers holding 1st class tickets and 2nd class tickets in addition to ordinary tickets:—</p> <table border="0" style="width: 100%;"> <tr> <td>Not exceeding 25 miles</td> <td>1/-</td> </tr> <tr> <td>" 50 "</td> <td>2/-</td> </tr> <tr> <td>" 75 "</td> <td>3/-</td> </tr> <tr> <td>Exceeding 75 "</td> <td>4/-</td> </tr> </table> <p>Smoking not allowed in any other carriage.</p>				Not exceeding 25 miles	1/-	" 50 "	2/-	" 75 "	3/-	Exceeding 75 "	4/-																																																																																																																																																																																																																																																																					
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No. 31—continued.

II.—PASSENGER FARES.

	New South Wales.		Queensland.		South Australia.			Victoria.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.
Level Lines	3d.	2d.	3d.	2d.	3d.	2½d.	1½d	3d.	2d.
On the New South Wales Railways the rate varies, thus,—									
On suburban lines the rate is	2½d.	1½d.	.....	.....	.....	.....	.....	.....	.....
And on heavy gradient lines	3½d.	3d.	.....	.....	.....	.....	.....	.....	.....

No. 32.

TABULAR Return of the number of miles open, the gross receipts, and the receipts per mile open, for the carriage of Mails on English, Scottish, and Irish Railways, and on those of Victoria and New South Wales, during the year 1870.

Name of Railway.	Miles open.	Gross receipts.	Receipts per mile open.
ENGLISH LINES.			
		£	£ s. d.
Bristol and Exeter	163	10,080	61 16 10
Great Eastern	874	21,468	24 11 3
Great Western	1,387	55,024	39 13 5
London and North-western	1,507	142,747	92 18 2
London and South-western	666	22,006	33 0 10
Midland	972	44,526	45 16 0
North-eastern	1,281	41,806	32 12 7
South-eastern	327	28,028	85 14 2
South Devon	112	7,750	69 3 10
SCOTCH LINES.			
Caledonian	784	50,374	64 5 0
Highland	318	11,301	35 10 9
IRISH LINES.			
Great Southern and Western	437	30,909	70 14 7
North-western	195	5,170	26 10 2
Dublin, Wicklow, and Wexford	107	6,500	60 15 0
England and Wales	11,043½	412,982	37 7 10
Scotland	2,519	80,648	32 0 3
Ireland	1,975	91,414	46 5 8
United Kingdom	15,537½	585,044	37 13 0
Victoria	254	6,202	24 8 3
New South Wales	329	3,719	11 6 1

The figures in the first and second columns are taken from the Return of the Board of Trade for 1870, for the Railways of the United Kingdom; from the Report of the Board of Land and Works of Victoria for 1870, for the Victorian Railways; and from the Returns in this Report, for the Railways of New South Wales.

No. 33.

DETAILED STATEMENT of Mileage for the Year 1866.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	139,286	33,479	25,028	118,802	316,595
Do. Special	4,337	945	600	2,107	7,989
Funeral					
Goods	41,377	13,125	10,429	33,178	98,109
Do. Special	3,927	4,833	52	40	8,852
Coals				58,930	58,930
Total Train Miles	188,927	52,382	36,109	213,057	490,475
Other Mileage—					
Ballasting	8,101	1,887	270	12,862	23,120
Shunting	40,271	6,591	2,368	39,602	88,832
Empty	2,203	772	96	6,688	9,759
Fuel	817		64	78	959
Total Other Mileage	51,392	9,250	2,798	59,230	122,670
Total Mileage	240,319	61,632	38,907	272,287	613,145

DETAILED STATEMENT of Mileage for the Year 1867.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	192,303	45,974	24,592	115,846	378,715
Do. Special	7,090	4,580	971	2,110	14,751
Funeral	10,447				10,447
Goods	59,038	29,199	2,899	32,196	123,332
Do. Special	8,521	5,631	907	328	15,387
Coals				58,119	58,119
Total Train Miles	277,399	85,384	29,369	208,599	600,751
Other Mileage—					
Ballasting	9,602	1,228	1,567	12,991	25,388
Shunting	31,130	6,376	2,069	37,240	76,815
Empty	3,621	1,899	150	7,096	12,766
Fuel	1,740	3			1,743
Total Other Mileage	46,093	9,506	3,786	57,327	116,712
Total Mileage	323,492	94,890	33,155	265,926	717,463

DETAILED STATEMENT of Mileage for the Year 1868.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	243,645	87,472	25,114	117,968	474,199
Special do.	7,655	5,596	991	4,654	18,896
Goods	72,993	64,146	902	33,440	171,481
Special do.	13,996	6,735	3,240	808	24,779
Funeral	12,361				12,361
Coal				66,813	66,813
Total Train Miles	350,650	163,949	30,247	223,683	768,529
Other Mileage—					
Ballasting	9,102	4,112	875	6,235	20,324
Shunting	47,195	9,537	2,735	41,045	100,512
Empty	2,631	2,747	205	7,018	12,651
Fuel	5,091	149	128		5,368
Total Other Mileage	64,069	16,545	3,943	54,298	138,855
Total Mileage	414,719	180,494	34,190	277,981	907,384

No. 33—continued.

DETAILED STATEMENT of Mileage for the Year 1869.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	275,193	102,255	24,326	134,664	536,438
Do. Special	5,678	3,161	1,136	6,191	16,166
Goods	81,779	82,271	807	31,103	196,020
Funeral	12,220	.....	.....	.....	12,220
Goods Special	16,616	15,617	8,402	13,153	53,788
Coal .....	.....	.....	.....	78,920	78,920
Total Train Miles	391,486	203,304	34,731	264,031	893,552
Other Mileage—					
Ballasting	22,378	3,246	2,447	11,645	39,716
Shunting	61,319	16,304	3,034	55,156	135,813
Empty	2,762	3,124	506	7,968	14,360
Fuel	7,678	.....	70	.....	7,748
Total Other Mileage	94,137	22,674	6,057	74,769	197,637
Total Mileage	485,623	225,978	40,788	338,800	1,091,189

DETAILED STATEMENT of Mileage for the Year 1870.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	257,911	118,586	23,791	142,424	542,712
Do. Special	5,106	2,672	310	8,398	16,486
Funeral	11,990	.....	.....	.....	11,990
Goods	72,906	104,046	.....	30,856	207,808
Do. Special	29,165	10,785	9,103	12,733	61,786
Coals .....	.....	.....	.....	60,357	60,357
Total Train Miles	377,078	236,089	33,204	254,768	901,139
Other Mileage—					
Ballasting	18,673	8,544	382	16,893	44,492
Shunting	71,210	23,684	3,236	81,561	179,691
Empty	2,809	2,615	211	8,444	14,079
Fuel	11,089	.....	.....	.....	11,089
Total Other Mileage	103,781	34,843	3,829	106,898	249,351
Total Mileage	480,859	270,932	37,033	361,666	1,150,490

DETAILED STATEMENT of Mileage for the Year 1871.

Train Mileage.	Southern.	Western.	Richmond.	Northern.	Total.
Passenger	259,451	107,989	21,672	148,734	537,846
Special do.	4,295	2,352	331	5,040	12,018
Funeral	12,078	.....	.....	.....	12,078
Goods	90,969	133,419	.....	45,716	270,104
Special do.	11,726	13,065	8,585	9,734	43,110
Coal .....	.....	.....	.....	56,097	56,097
Special do. ....	.....	.....	.....	80	80
Total Train Miles	378,519	256,825	30,588	265,401	931,333
Other Mileage—					
Ballasting	10,122	4,886	665	11,017	26,690
Shunting	74,938	27,010	3,260	90,618	195,826
Empty	5,164	642	64	8,267	14,137
Fuel	9,500	.....	.....	36	9,536
Total Other Mileage	99,724	32,538	3,989	109,938	246,189
Total Mileage	478,243	289,363	34,577	375,339	1,177,522

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

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No. 34.

RETURN of the Total Mileage run by each Engine, from 1866 to 1871, inclusive.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

No. of Engine.	1866.	1867.	1868.	1869.	1870.	1871.	TOTAL
1	14,684	16,960	20,337	23,599	20,361	8,882	104,823
2	25,810	21,353	21,124	31,812	20,488	10,931	131,518
3	17,025	16,386	15,321	17,886	19,482	1,204	87,304
4	16,729	21,374	29,625	19,592	19,499	16,781	123,600
5	1,886	7,688	13,072	17,463	10,963	7,181	58,253
6	13,044	974	.....	15,718	21,459	11,593	62,788
7	13,858	.....	7,805	23,186	15,740	11,377	71,966
8	15,916	4,854	15,663	13,070	14,773	10,219	74,495
9	15,403	4,238	8,705	15,500	12,284	12,858	68,988
10	.....	.....	.....	.....	16,322	25,944	42,266
11	18,847	5,623	8,090	21,321	14,915	13,117	81,913
12	15,858	6,748	20,775	14,972	10,285	11,825	80,463
13	12,402	14,192	15,825	19,789	14,695	6,251	83,154
14	28,073	21,932	14,990	15,763	27,910	19,281	127,949
15	11,926	16,550	30,941	28,221	17,473	16,755	121,866
16	39,390	24,231	19,980	25,141	32,398	18,903	160,043
17	21,962	13,689	23,366	28,287	40,707	15,356	143,307
18	4,298	14,095	22,264	31,645	37,449	13,437	123,188
19	11,209	10,791	36,308	31,266	35,690	22,580	147,844
20	.....	9,045	28,372	40,421	44,704	17,891	140,433
21	.....	17,824	29,363	28,377	38,365	13,985	127,914
22	.....	17,951	29,459	33,261	35,449	20,784	136,904
23	.....	8,098	34,011	35,305	34,828	12,629	124,871
24	.....	28,244	26,881	32,188	37,598	21,414	146,325
25	.....	6,582	30,061	29,592	24,479	32,475	123,189
26	1,807	19,585	25,487	30,983	34,387	30,598	154,847
27	138	31,571	30,607	36,136	39,923	17,217	155,592
28	.....	31,802	30,004	33,574	31,095	11,370	137,845
29	8,972	19,324	6,778	21,891	13,851	19,678	90,494
30	15,526	18,515	15,515	16,853	21,638	8,977	97,024
31	16,095	21,318	18,674	12,986	16,093	13,250	98,416
32	.....	.....	.....	.....	1,876	11,552	13,428
33	.....	.....	.....	.....	3,141	24,492	27,633
34	.....	.....	.....	.....	353	29,917	30,270
35	.....	.....	.....	.....	345	33,184	33,529
36	.....	.....	.....	.....	2,427	15,290	17,717
37	.....	.....	.....	.....	2,367	16,975	19,342
38	.....	.....	.....	.....	.....	25,327	25,327
39	.....	.....	.....	.....	.....	18,848	18,848
40	.....	.....	.....	.....	1,357	30,942	32,299
41	.....	.....	.....	.....	.....	11,629	11,629
42	.....	.....	.....	.....	.....	16,830	16,830
43	.....	.....	.....	.....	.....	14,121	14,121
44	.....	.....	.....	.....	272	18,039	18,311
45	.....	.....	.....	.....	.....	11,463	11,463
46	.....	.....	.....	.....	.....	17,180	17,180
47	.....	.....	.....	.....	.....	25,520	25,520
Contractors Engines under steam, but not specified.....	.....	.....	.....	591	1,383	131	2,105
	340,858	451,537	629,403	752,389	788,824	802,183	3,765,194

GREAT NORTHERN RAILWAY.

No. of Engine.	1866.	1867.	1868.	1869.	1870.	1871.	Total.
1	13,365	9,488	8,076	17,095	25,586	13,835	87,445
2	4,526	6,523	10,845	969	163	28,573	51,599
3	.....	456	25,784	41,752	25,862	37,641	131,495
4	8,557	9,236	860	7,047	16,506	12,552	54,758
5	41,025	36,582	41,526	5,794	31,580	17,105	173,612
6	12,169	22,157	22,238	24,617	17,029	16,355	114,565
7	17,389	15,507	18,655	24,039	17,314	14,470	107,374
8	35,768	37,396	30,845	15,138	8,415	19,365	146,927
9	22,228	19,195	21,551	15,652	19,747	21,517	119,890
10	15,648	11,754	18,622	15,363	6,409	18,963	86,759
11	19,808	24,141	13,308	25,646	17,579	24,352	124,834
12	25,316	7,293	12,543	16,218	26,291	18,631	106,292
13	26,764	26,541	11,852	25,257	19,856	24,583	134,853
14	8,183	9,655	4,858	12,791	27,467	17,510	80,404
15	4,832	.....	7,100	26,163	35,295	17,548	90,938
16	.....	.....	.....	33,639	31,248	27,237	92,124
17	16,709	30,002	29,218	31,620	35,319	18,175	161,043
18	.....	.....	100	.....	.....	15,039	15,139
19	.....	.....	.....	.....	.....	11,888	11,888
	272,287	265,926	277,981	338,800	361,666	375,339	1,891,999
Total Mileage	613,145	717,463	907,384	1,091,189	1,150,490	1,177,522	5,657,193

TABLE showing the Proportion of the Working Expenses, under the different Heads of the Schedules, on the Northern Line, and the Southern and Western Lines combined, per Train Mile, and per Mile run, including Shunting, &c., from 1860 to 1865 inclusive, to adjust an Overstatement of the Mileage Expenditure in Schedules A and B in former Reports.

	1860.			1861.			1862.			1863.			1864.			1865.		
	Amount.	Per Train Mile.	Total Miles run.	Amount.	Per Train Mile.	Total Miles run.	Amount.	Per Train Mile.	Total Miles run.	Amount.	Per Train Mile.	Total Miles run.	Amount.	Per Train Mile.	Total Miles run.	Amount.	Per Train Mile.	Total Miles run.
	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.
A. Locomotive—																		
North	2,961	19'22	11'04	4,256	17'23	11'31	5,432	13'89	10'67	9,466	19'20	15'29	11,651	16'05	12'52	11'162	13'19	11'70
South and West	12,472	21'03	18'39	14,560	22'47	19'23	15,841	21'06	18'31	18,787	22'94	19'96	18,208	18'11	15'38	22'246	19'04	14'97
All Lines	15,433	20'66	16'31	18,816	21'02	16'59	21,273	18'59	15'47	28,253	21'52	18'10	29,859	17'25	14'12	33,408	16'59	13'69
B. Carriage Repairs—																		
North	485	3'15	1'81	795	3'22	2'11	822	2'10	1'61	1,816	3'68	2'93	2,504	3'44	2'69	2,086	2'46	2'18
South and West	1,731	2'92	2'55	1,369	2'11	1'80	1,844	2'45	2'13	4,448	5'43	4'73	5,437	5'41	4'59	5,500	4'70	3'70
All Lines	2,216	2'96	2'34	2,164	2'42	1'91	2,666	2'33	1'94	6,264	4'77	4'01	7,941	4'59	3'76	7,586	3'76	3'11
C. Maintenance—																		
North	3,091	20'07	11'53	539	22'02	14'46	6,930	17'72	13'61	13,200	26'77	21'32	11,004	15'15	11'83	11,372	13'44	11'91
South and West	9,480	15'98	13'98	12,324	19'02	16'28	12,901	17'15	14'91	21,267	25'96	22'60	22,897	22'78	19'35	19,037	16'30	12'81
All Lines	12,571	16'83	13'29	17,763	19'85	15'66	19,831	17'33	14'42	34,467	26'25	22'08	33,901	19'59	16'04	30,409	15'10	12'46
D. E. Traffic Charges—																		
North	3,657	23'75	13'65	4,914	19'89	13'07	5,963	15'25	11'71	8,082	16'39	13'05	11,359	15'64	12'21	12,645	14'94	13'25
South and West	13,378	22'56	19'73	14,830	22'89	19'59	16,260	21'62	18'80	17,308	21'13	18'40	18,152	18'06	15'34	22,301	19'09	15'00
All Lines	17,035	22'80	18'01	19,744	22'06	17'41	22,223	19'42	16'16	25,390	19'33	16'26	29,511	17'05	13'96	34,946	17'35	14'32
F. General Charges—																		
North	1,032	6'70	3'85	807	3'27	2'14	813	2'08	1'60	782	1'58	1'26	757	1'04	'81	570	'67	'60
South and West	2,140	3'61	3'16	1,893	2'92	2'50	1,920	2'55	2'22	1,712	2'09	1'81	1,745	1'74	1'47	2,008	1'71	1'35
All Lines	3,172	4'25	3'35	2,700	3'02	2'38	2,733	2'40	1'99	2,494	1'90	1'60	2,502	1'44	1'18	2,578	1'28	1'06
Totals—																		
North	11,226	72'89	41'88	16,211	65'63	43'09	19,960	51'04	39'20	33,346	67'62	53'85	37,275	51'32	40'06	37,835	44'70	39'64
South and West	29,201	66'10	57'81	44,976	69'41	59'40	48,766	64'83	56'37	63,522	77'55	67'50	66,439	66'10	56'13	71,092	60'84	47'83
All Lines	50,427	67'50	53'30	61,187	68'37	53'95	68,726	60'07	49'98	96,868	73'77	62'05	103,714	59'92	49'06	108,927	54'08	44'64
Mileage—																		
North .....	.....	36'989	64'268	.....	59'217	90'317	.....	94'029	122'215	.....	118'428	148'608	.....	174'275	223'246	.....	203'029	229'143
South and West .....	.....	142'260	162'716	.....	155'664	181'845	.....	180'536	207'690	.....	196'749	225'915	.....	241'147	284'128	.....	280'417	356'565
Total .....	.....	179'249	226'984	.....	214'881	272'162	.....	274'565	329'905	.....	315'177	374'523	.....	415'422	507'374	.....	483'446	585'708

No. 36.

TABLE showing the Rainfall at Sydney, Windsor, Newcastle, and Dalwood, each month, during the years 1866 to 1871 inclusive.

	1866.	1867.	1868.	1869.	1870.	1871.
SYDNEY.						
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
January	4'096	1'730	4'520	1'030	2'760	5'617
February	3'945	3'700	15'300	7'210	1'500	4'552
March	2'703	12'070	0'850	5'180	18'700	7'378
April	1'019	17'500	0'060	5'990	5'530	12'539
May	3'257	3'830	5'030	12'420	10'470	10'113
June	8'894	12'640	3'080	1'420	1'500	4'575
July	4'423	2'620	4'810	3'280	2'400	0'298
August	1'066	0'980	2'600	0'670	2'820	0'467
September	0'140	3'350	2'010	1'630	1'050	0'572
October	1'390	0'210	1'460	1'760	4'188	3'468
November	3'605	0'200	2'420	5'570	5'493	2'130
December	2'262	0'850	0'920	2'030	7'804	0'565
Total	36'800	59'680	43'060	48'190	64'215	52'274
WINDSOR.						
January	2'356	0'742	6'359	1'963	3'495	4'480
February	2'170	4'455	8'866	3'072	1'576	4'173
March	1'917	4'391	0'880	2'267	16'980	4'176
April	2'746	12'983	0'029	4'307	7'163	8'757
May	2'453	2'455	0'709	7'181	8'091	4'796
June	7'241	9'699	0'454	0'689	0'881	0'685
July	3'854	1'782	3'278	2'713	1'926	0'302
August	0'966	0'911	1'750	0'515	1'853	0'233
September	0'168	3'436	1'518	0'756	1'126	0'501
October	0'630	0'166	0'328	2'080	5'152	0'242
November	2'524	0'029	2'170	6'264	6'403	3'105
December	1'353	0'251	0'698	0'818	7'867	1'018
Total	28'378	41'300	27'039	32'625	62'513	32'468
NEWCASTLE.						
January	3'700	2'840	3'810	3'630	3'030	6'910
February	2'300	9'020	2'490	2'710	3'120	2'670
March	6'100	1'570	0'690	2'670	20'670	21'430
April	0'200	13'670	2'160	5'660	6'740	11'540
May	1'200	4'170	3'350	6'320	11'180	6'440
June	7'100	8'240	5'770	0'400	0'230	2'690
July	3'000	1'940	6'480	0'990	1'810	0'560
August	0'800	2'630	9'370	0'060	2'710	0'750
September	1'400	2'430	1'450	1'290	1'770	0'890
October	1'700	0'440	0'840	4'750	2'820	5'760
November	2'400	0'470	10'570	6'840	7'710	1'620
December	2'600	0'450	4'590	1'200	10'770	1'370
Total	32'500	47'870	51'570	36'520	62'560	62'630
DALWOOD.						
January	1'900	2'250	4'800	2'020	3'700	7'120
February	3'300	6'070	6'500	1'900	1'600	2'860
March	1'750	2'150	0'160	3'080	17'620	3'930
April	0'800	10'380	0'300	5'810	8'520	7'260
May	2'800	4'200	0'870	1'680	7'730	3'550
June	3'200	8'860	1'960	2'910	0'470	0'590
July	4'500	1'370	2'590	2'430	1'080	0'600
August	0'930	1'060	3'550	0'200	2'270	0'470
September	0'040	1'430	1'240	0'810	1'360	0'690
October	0'850	0'700	0'630	4'300	3'850	1'900
November	1'500	0'440	2'630	4'610	No record.	2'170
December	1'500	1'650	1'010	1'930		1'920
Total	23'070	40'560	26'240	31'680	48'200	33'060

No. 37.

RETURN of the number and nature of the Accidents and the Injuries to Life and Limb which have occurred on the Great Southern, Western, Richmond, and Northern Lines, from 1st January 1866, to 31st December 1871.

Year.	Date of Accident.	Line of Railways.	Passengers killed or injured.				Servants of the Department, or of the Contractors, killed or injured.				Trespassers.		Nature and Cause of Accident.
			From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.				
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1866	4 Jan. ...	Northern	...	...	...	...	...	...	...	...	I	...	Boy ran over by coal train on Wallsend Line and killed. He ran in front of engine.
	5 Feb. ...	"	...	...	...	...	...	...	...	...	I	...	Porter at Newcastle; foot crushed whilst turning a truck on turn-table.
	28 May ...	Southern	...	...	...	...	...	...	...	...	I	...	Guard at Redfern Tunnel; stepping from one truck to another, fell.
	12 Nov. ...	"	...	...	...	...	...	...	...	...	I	...	A man severely shaken; knocked down by engine on trial trip, when he was attempting to cross the line.
1867	13 Mar. ...	"	...	...	...	...	...	...	...	...	I	...	Porter, Parramatta Junction; broke his knee-cap; fell across rails when shunting.
	25 " ...	"	...	...	...	...	...	...	...	...	I	...	Guard; leg taken off by slipping under the train at Sydney.
	27 " ...	Western	...	...	...	...	...	...	...	...	I	...	Woman run over between Rooty Hill and South Creek.
	29 June ...	Southern	...	...	...	...	...	...	...	...	I	...	Porter's knee dislocated when unloading rails at Nattai.
	16 July ..	Northern	...	...	...	...	I	...	...	...	...	...	Telegraph Line Inspector; knocked off a truck by the end of a telegraph pole which the men had thrown off; killed.
	7 Aug. ...	Southern	...	...	I	...	...	...	...	...	...	...	A man knocked down by engine at Redfern; toes cut off; died in Infirmary.
	11 " ...	Western	...	...	...	...	...	...	...	...	I	...	Gatekeeper, Blacktown; knocked down by engine and had his arm broken.
	11 Sept. ...	Southern	...	...	...	...	...	...	...	...	I	...	Man run over and killed, near Liverpool; suffering from <i>delirium tremens</i> .
	19 " ...	Northern	...	...	...	...	...	...	...	...	I	...	Man crushed between coal trains, Newcastle Wharf. Being deaf, did not hear the train.
	24 Oct. ...	"	...	...	...	...	...	...	...	...	I	...	Porter; finger crushed whilst loading rails at Newcastle.
1868	— Jan. ...	Southern	I	several	...	...	...	...	...	...	...	...	Passenger killed; collision at Newtown; several persons injured.
	3 " ...	Northern	...	...	...	...	...	...	...	...	I	...	Engine-cleaner killed; crushed between engine-buffers, Honeysuckle Point.
	3 Feb. ...	Southern	...	...	...	I	...	...	...	...	...	...	Man fell off train at King's Crossing. Travelling without ticket.
	23 Feb. ...	"	...	...	...	...	...	...	...	...	I	...	Man killed; run over near Mittagong.
	23 Mar. ...	Northern	...	...	...	...	...	...	...	...	I	...	Porter; broke cap of knee, shunting.
	16 July ...	Western	...	...	...	...	...	...	...	...	I	...	Man run over by train and killed at Springwood.
	22 Aug. ...	Southern	...	...	...	...	...	...	...	...	I	...	Man run over by ballast-engine, Marulan.
	— Sept. ...	"	...	several	...	...	...	...	...	...	...	...	Collision between trains, Redfern Station. Several persons injured.
1869	25 Mar. ...	Southern	...	...	...	...	...	...	...	...	I	...	Boy killed at Marulan, run over.
	11 Aug. ...	"	...	...	...	...	...	...	...	...	I	...	Guard at Newtown, run over by train whilst shunting, and killed.
1870	8 Dec. ...	"	...	...	...	...	...	...	...	...	I	...	Woman killed; run over near Towrang.
	19 Feb. ...	Western	...	...	...	...	...	I	...	...	...	...	Fireman's leg cut off whilst trying to stay the train on Zig Zag by sanding.
	21 Mar. ...	"	...	...	...	...	...	...	...	...	I	...	Porter; leg injured whilst shunting at Bowenfels.
	22 " ...	"	...	...	...	...	...	...	...	...	I	...	Porter; foot hurt, timber fell on it, Bowenfels.
	2 April ...	Southern	...	...	...	...	...	...	...	...	I	...	Guard; foot cut off; slipped foot off brake.
1871	20 Feb. ...	Northern	...	...	...	...	...	...	...	...	I	...	Sailor struck by engine whilst walking on line at Ironbark Bridge.
	26 Mar. ...	Western	...	...	...	...	...	...	...	...	I	...	Woman run over at Blacktown; fingers cut off and head bruised.
	2 April ...	"	...	...	...	...	...	...	...	...	I	...	Porter broke his arm when loading horses at Rydal.
	18 " ...	"	...	...	...	...	...	...	...	...	I	...	Porter injured his finger while shunting at Rydal.
	2 June ...	Northern	...	...	...	...	...	...	...	...	I	...	Man asleep on line near Woodford, run over and killed.
	7 July ...	Western	...	...	...	...	...	...	...	...	I	...	Guard's hand hurt, uncoupling trucks, Rydal.
	19 Aug. ...	"	I	I	...	...	...	...	...	...	...	...	Boy killed by train running into horse and cart at Callaghan's gate; woman injured. These persons were crossing at a level crossing, the gates being open.
	22 " ...	Northern	...	...	...	I	...	...	...	...	...	...	Man's foot injured whilst attempting to get into carriage when in motion.
	3 Oct. ...	Southern	...	...	...	I	...	...	...	...	...	...	Woman fell out of carriage at Burwood; slightly injured.
	16 " ...	Western	...	...	...	...	...	...	...	...	I	...	Porter, Wallerawang; hand jammed between buffers while shunting.
	27 " ...	Southern	...	...	...	...	...	...	...	...	I	...	Porter; hand injured; he fell when unloading goods at Goulburn.
	7 Dec. ...	"	...	...	...	...	...	...	...	...	I	...	Porter killed, being jammed between buffers and stops, Redfern Station.

TABULAR SYNOPSIS of the proportion of the Working Expenses, appropriated under the different heads of the Schedules, per mile open for traffic, per train mile, and per mile run, including shunting, &c., from 1866 to 1871 inclusive.

	1866.			1867.			1868.			1869.			1870.			1871.		
	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.
MILEAGE.																		
Average Number of Miles open—																		
South, West, and Richmond ...	91	.....	.....	123	.....	.....	173	.....	.....	205	.....	.....	244	.....	.....	249	.....	.....
North	52	.....	.....	52	.....	.....	52	.....	.....	64	.....	.....	85	.....	.....	101	.....	.....
Total	143	.....	.....	175	.....	.....	225	.....	.....	269	.....	.....	329	.....	.....	350	.....	.....
Train Miles run—																		
South, West, and Richmond ...	.....	277,418	340,858	.....	392,152	451,537	.....	544,846	629,403	.....	629,521	752,389	.....	646,371	788,824	.....	665,932	802,183
North .....	.....	213,057	272,287	.....	208,599	265,926	.....	223,683	277,981	.....	264,031	338,800	.....	254,768	361,666	.....	265,401	375,339
Total .....	.....	490,475	613,145	.....	600,751	717,463	.....	768,529	907,384	.....	893,552	1,091,189	.....	901,139	1,150,490	.....	931,333	1,177,522
WORKING EXPENSES.																		
Schedule A. Locomotive—																		
South, West, and Richmond ...	£ 223'20	d. 17'57	d. 14'30	£ 204'08	d. 15'36	d. 13'35	£ 194'86	d. 14'85	d. 12'86	£ 199'95	d. 15'63	d. 13'07	£ 176'18	d. 15'96	d. 13'08	£ 160'32	d. 14'39	d. 11'95
North	252'10	14'76	11'56	271'62	16'25	12'75	207'89	11'59	9'33	238'23	13'86	10'80	187'13	14'99	10'56	138'97	12'69	8'98
All Lines	233'70	16'35	13'08	224'15	15'67	13'13	197'88	13'90	11'78	209'06	15'11	12'37	179'00	15'68	12'28	154'16	13'91	11'00
Schedule B. Carriage Repairs—																		
South, West, and Richmond ...	51'59	4'08	3'31	29'48	2'22	1'92	35'44	2'70	2'34	53'69	4'20	3'52	43'97	3'99	3'26	33'38	2'99	2'49
North	48'69	2'85	2'23	40'50	2'43	1'90	38'58	2'16	1'73	47'07	2'74	2'13	35'22	2'82	1'99	25'53	2'33	1'65
All Lines	50'54	3'54	2'83	32'76	2'29	1'91	36'17	2'55	2'15	52'11	3'77	3'09	41'71	3'65	2'87	31'12	2'81	2'22
Schedule C. Maintenance—																		
South, West, and Richmond ...	195'06	15'35	12'50	151'52	11'40	9'90	128'82	9'82	8'49	142'61	11'14	9'32	177'24	16'05	13'16	177'26	15'90	13'21
North	179'46	10'51	8'23	164'33	9'83	7'71	148'52	8'29	6'67	175'82	10'23	7'97	173'68	13'92	9'79	168'53	15'39	10'88
All Lines	189'39	13'26	10'60	155'32	10'85	9'09	133'34	9'37	7'94	150'52	10'87	8'90	176'32	15'45	12'10	174'74	15'76	12'47
Schedules D, E. Traffic Charges—																		
South, West, and Richmond ...	238'89	18'91	15'40	223'05	16'96	14'73	242'91	18'64	16'14	198'23	15'55	13'02	176'30	16'06	13'16	156'96	14'59	12'11
North	269'69	15'83	12'40	287'20	17'29	13'56	302'68	16'92	13'62	274'81	16'00	12'47	223'64	17'97	12'66	182'57	16'81	11'88
All Lines	250'09	17'58	14'06	242'11	17'08	14'30	256'71	18'14	15'36	216'45	15'69	12'85	188'53	16'60	12'99	164'35	15'22	12'04
Schedule F. General Charges—																		
South, West, and Richmond ...	21'85	1'60	1'31	17'49	1'15	1'00	17'66	1'22	1'05	27'09	2'06	1'72	38'67	3'42	2'80	39'70	3'06	2'53
North	14'40	0'81	0'63	12'77	0'66	0'52	13'75	0'73	0'60	28'77	1'66	1'29	46'06	3'63	2'55	36'17	3'17	2'24
All Lines	19'14	1'26	1'01	16'09	0'98	0'82	16'77	1'07	0'91	27'48	1'93	1'58	40'58	3'48	2'73	38'68	3'09	2'44
Total Working Expenses—																		
South, West, and Richmond ...	730'59	57'51	46'82	625'62	47'09	40'90	619'69	47'23	40'88	621'57	48'58	40'65	612'36	55'48	45'46	567'62	50'93	42'29
North	764'34	44'76	35'05	776'42	46'46	36'44	711'42	39'69	31'95	764'70	44'49	34'66	665'73	53'33	37'55	551'77	50'39	35'63
All Lines	742'86	51'99	41'58	670'43	46'87	39'25	640'87	45'03	38'14	655'62	47'37	38'79	626'14	54'86	42'97	563'05	50'79	40'17

024—x

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

0669

No. 39.

TABULAR SYNOPSIS of the proportion of the Total Earnings, under the different Heads of traffic, per mile open, per Train mile, and per total mileage, including Shunting, &c., from 1866 to 1871 inclusive.

Sydney: Thomas Richards, Government Printer—1873.

APPENDIX TO REPORT ON RAILWAYS, 1866-1871.

Heads of Traffic.	1866.			1867.			1868.			1869.			1870.			1871.		
	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.	Per mile open.	Per train mile.	Per mile run.
Passengers, 1st and 2nd class—	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.	£	d.	d.
South, West, and Richmond...	521'09	41'06	33'39	416'22	31'33	27'21	350'98	26'74	23'15	322'73	24'22	21'11	278'90	25'27	20'70	319'75	28'70	23'82
North	372'08	21'81	17'06	348'88	20'87	16'37	346'21	19'31	15'54	322'09	18'74	14'50	248'01	20'02	13'99	238'83	21'83	15'42
All lines	466'90	32'68	26'14	396'22	30'08	23'20	349'88	24'58	20'82	322'57	23'29	19'08	270'92	23'74	18'59	296'37	26'73	21'12
Season ticket-holders—																		
South, West, and Richmond...	28'38	2'23	1'82	22'17	1'67	1'45	16'05	1'22	1'06	14'23	1'11	0'93	12'44	1'12	0'92	12'98	1'16	0'97
North	96	0'06	0'04	1'02	0'07	0'04	1'62	0'09	0'08	1'79	0'10	0'09	0'88	0'09	0'04	0'36	0'04	0'02
All lines	18'41	1'29	1'03	15'89	1'21	0'93	12'72	0'90	0'76	11'27	0'82	0'67	9'45	0'83	0'55	9'34	0'84	0'67
Horses, carriages, &c.—																		
South, West, and Richmond...	81'33	6'41	5'21	81'93	6'16	5'35	62'76	4'78	4'14	57'80	4'51	3'79	73'97	6'70	5'49	56'39	5'06	4'20
North	139'17	8'16	6'38	65'00	3'89	3'15	85'16	4'75	3'82	68'73	3'99	3'11	45'22	3'65	2'55	43'74	3'99	2'82
All lines	102'36	7'16	5'73	76'90	5'83	4'50	67'94	4'78	4'04	60'40	4'37	3'57	66'54	5'83	4'57	52'75	4'76	3'77
Mails—																		
South, West, and Richmond...	11'37	0'89	0'73	11'61	0'88	0'75	11'43	0'88	0'75	11'69	0'91	0'76	11'36	1'03	0'84	11'45	1'02	0'86
North	10'83	0'64	0'49	10'85	0'64	0'50	10'83	0'60	0'48	15'29	0'89	0'69	11'14	0'79	0'62	11'65	1'06	0'75
All lines	11'18	0'79	0'63	11'36	0'86	0'66	11'30	0'79	0'67	12'55	0'91	0'74	11'30	0'99	0'77	11'51	1'04	0'82
Live Stock—																		
South, West, and Richmond...	7'78	0'62	0'49	10'82	0'81	0'71	16'97	1'29	1'13	16'07	1'25	1'06	21'44	1'95	1'59	24'56	2'20	1'84
North	4'38	0'25	0'20	2'38	0'14	0'11	3'00	0'16	0'13	8'77	0'50	0'39	11'33	0'91	0'63	17'37	1'59	1'13
All lines	6'55	0'46	0'36	8'31	0'63	0'49	13'74	0'96	0'82	14'33	1'03	0'85	18'83	1'65	1'29	22'50	2'03	1'61
Minerals—																		
South, West, and Richmond...	No record.	No record.	No record.	No record.	No record.	No record.	No record.	No record.	No record.	5'06	0'39	0'33	12'15	1'11	0'91	24'33	2'19	1'82
North	366'37	21'47	16'80	390'36	23'36	18'31	409'52	22'86	8'39	391'22	22'76	17'73	318'61	25'71	17'97	257'70	23'55	16'64
All lines	133'22	9'32	7'45	116'00	8'81	6'79	94'65	6'65	5'63	96'94	7'01	5'74	91'33	8'01	6'27	91'67	8'27	6'54
Wool—																		
South, West, and Richmond...	30'40	2'39	1'95	38'23	2'88	2'51	41'80	3'19	2'76	40'06	3'14	2'63	37'06	3'36	2'75	72'43	6'51	5'40
North	41'81	2'45	1'92	48'59	2'91	2'28	37'25	2'08	1'68	51'95	3'03	2'36	44'97	3'73	2'53	74'10	6'78	4'79
All lines	34'55	2'42	1'93	41'31	3'14	2'42	40'76	2'86	2'43	42'89	3'10	2'54	39'10	3'42	2'69	72'92	6'58	5'20
General merchandise—																		
South, West, and Richmond...	490'50	38'64	31'44	472'66	35'58	30'91	430'06	32'78	28'35	437'20	34'10	28'59	452'15	50'98	33'58	518'87	46'58	38'66
North	256'46	15'04	11'77	276'67	16'56	12'91	326'79	18'24	14'68	382'08	22'24	17'32	351'26	28'35	19'84	308'45	28'19	19'92
All lines	405'39	28'37	22'69	414'42	31'46	24'26	406'16	28'54	24'17	424'09	30'64	25'09	426'08	37'34	29'24	458'15	41'32	32'69
Gross Receipts—																		
South, West, and Richmond...	1170'85	92'24	75'03	1053'64	79'31	68'89	930'05	70'88	61'36	904'84	70'71	59'20	899'47	81'52	66'78	1040'76	93'42	77'57
North	1192'06	69'88	54'66	1143'75	68'44	53'67	1220'38	68'09	54'80	1241'92	72'25	56'29	1031'42	83'25	58'17	952'20	87'03	61'49
All lines—Total.....	1178'56	82'49	65'96	1080'41	82'02	63'25	997'15	70'06	59'34	985'04	71'17	58'28	933'55	81'81	64'07	1015'21	91'57	72'42

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BOWENFELS COAL MINING AND COPPER SMELTING COMPANY'S RAILWAY BILL.

(PETITION AGAINST—MR. ANDREW BROWN.)

Ordered by the Legislative Assembly to be printed, 18 February, 1873.

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

The Petition of Andrew Brown, of Coerwull, Lithgow, in the Colony of New South Wales,
Esquire,—

RESPECTFULLY SHOWETH:—

1. That a Bill has been introduced into your Honorable House, for the purpose of enabling certain persons carrying on business at Bowenfels and Sydney, under the name and style of the "Bowenfels Coal Mining and Copper Smelting Company," to construct a Railway or Tramway from land in Lithgow Valley, belonging to them, to and to connect the same with the Great Western Railway.

2. That by the said Bill it is proposed to enable the said persons to take compulsorily certain lands, the property of your Petitioner.

3. That the portions of land proposed to be taken from your Petitioner comprise a mill race, the property of your Petitioner, serving to the supply of power to a flour mill and cloth factory of your Petitioner, long established on your Petitioner's land, and giving constant employment to a large number of industrious persons.

4. That the Bill makes no provision for enabling your Petitioner to enter upon the lands of which it is proposed compulsorily to deprive him, for the necessary purposes of cleansing, repairing, or renewing the said mill race, as occasion may from time to time require; and if the said Bill should pass into law, your Petitioner could not so enter without being a trespasser.

5. Before the introduction of the said Bill into Parliament, the promoters thereof had correspondence with your Petitioner in respect of the liberty desired by them to cross his estate; and your Petitioner proposed to afford them such liberty, on payment of a reasonable toll to your Petitioner in respect of the traffic to take place over your Petitioner's land; but the said promoters informed your Petitioner that if he would not then sell them the land, they would take it by force of the authority of Parliament.

6. Your Petitioner respectfully submits to your Honorable House that your Petitioner's flour mill and cloth factory, long established, are of equal interest with, and are equally beneficial to the Colony with the coal mines and smelting works of the promoters of the said Bill, and that public advantage may not necessarily result from any impediment which such promoters in seeking their own gain throw in the way of your Petitioner.

7. That it is not the case of a public interest to which private interests must yield, but is that of one private interest seeking to make good bargain with another private interest by the force of legislative authority.

8. That if the said Bill pass into law, proper provision should be made for the maintenance of your Petitioner's mill race, and for enabling your Petitioner, from time to time, and at all times hereafter, to enter upon the land of which he is to be deprived, for the purpose of viewing, cleansing, repairing, and, when needful, of reconstructing his said mill race, and that the arbitrator's declaration should contain an averment that such arbitrator is not interested directly or indirectly in the said "Bowenfels Coal Mining and Copper Smelting Company," or in the works of the same.

Your Petitioner, therefore, humbly prays that his interests may have the favourable consideration of your Honorable House, and that he may have such relief in the premises as to your Honorable House may seem meet; and that your Petitioner may be heard before your Honorable House, by himself, his Counsel, or Solicitor, and may be permitted to adduce evidence in support of his case.

And your Petitioner will ever pray, &c.

ANDREW BROWN.

Coerwull, 13 February, 1873.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BOWENFELS COAL MINING AND COPPER SMELTING
COMPANY'S RAILWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
11 *February*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

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EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 42. FRIDAY, 7 FEBRUARY, 1873.

5. BOWENFELS COAL MINING AND COPPER SMELTING COMPANY'S RAILWAY BILL (*"Formal" Motion*):—
Mr. Robertson moved, pursuant to Notice,—
(1.) That the Bowenfels Coal Mining and Copper Smelting Company's Railway Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Clarke, Mr. Garrett, Mr. Hill, Mr. Lackey, Mr. G. A. Lloyd, Mr. Terry, Mr. Single, Mr. Sutherland, Mr. J. S. Smith, and the Mover.
Question put and passed.

VOTES No. 43. TUESDAY, 11 FEBRUARY, 1873.

8. BOWENFELS COAL MINING AND COPPER SMELTING COMPANY'S RAILWAY BILL:—Mr. Robertson, as Chairman, brought up a 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 7th February, 1873.
Ordered to be printed.

* * * * *

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1872-3.

**BOWENFELS COAL MINING AND COPPER SMELTING COMPANY'S
RAILWAY BILL.**

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred for consideration and report, on the 7th February, 1873, the "*Bowenfels Coal Mining and Copper Smelting Company's Railway Bill*,"—beg to report to your Honorable House,—

That they have examined the Witness* named in the margin (whose * Wm. Glover,
Esq. evidence will be found appended hereto); and that, the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the Clauses of the Bill, in which it was not deemed necessary to make any Amendment.

Your Committee now beg to lay before your Honorable House the Bill without Amendment.

JOHN ROBERTSON,
Chairman.

No. 2 Committee Room,
Sydney, 11 February, 1873.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BOWENFELS COAL MINING AND COPPER SMELTING
COMPANY'S RAILWAY BILL.

TUESDAY, 11 FEBRUARY, 1873.

Present:—

MR. CLARKE, | MR. GARRETT,
MR. ROBERTSON.

JOHN ROBERTSON, Esq., IN THE CHAIR.

George Lucas, Esq., appeared as Solicitor for the Bill.

William Glover, Esq., called in and examined:—

1. *Mr. Lucas.*] You are one of the proprietors of the Bowenfels Coal Mining and Copper Smelting Company? Yes. W. Glover,
Esq.
2. You have established collieries at Bowenfels in this Colony? Yes.
3. In conjunction with coal mining, you intend erecting buildings and works for the purpose of smelting copper and other ores? Yes. 11 Feb., 1873
4. You also intend constructing a line of railway from your coal mine in Lithgow Valley to a point on the Great Western Railway? We do.
5. For the purpose of getting your coal more easily to the railway? Yes.
6. What is the distance of this branch line from point to point? About half a mile, within a chain.
7. *Chairman.*] That is the line you now desire power to construct? Yes.
8. *Mr. Lucas.*] The proposed railway passes through private land, the property of Mr. Andrew Brown? Yes.
9. You are one of the Promoters of the Bill for the construction of the railway? Yes.
10. This Bill contains authority to construct the proposed railway, limiting the width thereof to sixty-six feet, including foundations, abutments, and supports? Yes.
11. It vests in the Company without conveyance the ground and soil, and so much of the site of the said railway as passes over the land of the said Andrew Brown, with all rights thereto? Yes.
12. The Bill contains all the usual clauses for compensation and other things connected with such matters? Yes.
13. Have you a plan of the proposed railway? Yes. (*Plan produced.*)
14. Can you inform the Committee what is the area of land taken from Mr. Andrew Brown? One acre, one rood, and nineteen perches.
15. Is the line of railway marked at every station throughout the survey? It is.
16. Have you heard of any intention to oppose this Bill, on the part of Mr. Andrew Brown or the Government? No; on the contrary, I have been given to understand by one of our co-proprietors that Mr. Brown would offer no objection.
17. Notice has been given in the public prints, and everything complied with that is required by the Standing Orders of the Legislative Assembly? Yes.
18. You intend working these coal mines on a much larger scale when the Bill becomes law? Yes.

BOWENFELS COAL MINING AND COPPER SMELTING COMPANY'S RAILWAY BILL.

- W. Glover,
Esq.
- 11 Feb., 1873.
19. Is it likely the Government will take coal from your mine? Without a doubt, because they have had it already. The original proprietors had the first contract with the Government for supplying their engines with coals.
20. Who do you think will be the chief consumers of your coal? We look to Bathurst and the western copper mines, also the suburbs of Sydney, Penrith, Parramatta, and all the country from Penrith to Sydney: we think we are bound to command the coal trade of the suburbs.
21. Have you made any estimate of the quantity of coal you are likely to send away from the mine during the first year after the branch line of railway is completed? We calculate on something like from thirty to forty or fifty thousand tons a year when we get the mine and railway into full operation.
22. The passing of this Bill will enable you to give the Government railway a large increase of freight both to Bathurst and to Sydney? Yes, not only for the conveyance of coal to Sydney and Bathurst, but for the conveyance of ore from the copper mines; and there is also bound to be a large increase in the population of the district, causing extra traffic in the way of passengers, and goods for their supply. In various ways our operations will increase the traffic on the Government railway.
23. So that it will be for the public interest and advantage that you should have permission to construct this line? Yes, I think so decidedly.
24. Is the coal of good quality? Unquestionable.

1872-3.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

—
RAILWAY DEPARTMENT.

(EXPLANATIONS AND REPORTS IN CONNECTION WITH EVIDENCE GIVEN BEFORE SELECT COMMITTEE ON CIVIL SERVICE.)

—
Ordered by the Legislative Assembly to be printed, 25 April, 1873.
 —

Explanations and Reports in connection with the Evidence given before the Select
 Committee on the Civil Service, as regards the Railway management.

No. 1.

MINUTE PAPER.

Mr. Holroyd has given some evidence before the Select Committee on the Civil Service, which reflects upon the present management of the Railway business. I request that the Commissioner will go very carefully through this evidence, and report to me thereon. Mr. Holroyd's replies to questions 737 to 741, 750 to 752, should receive particular attention.

Mr. Moody's evidence also requires inquiring into, especially that having reference to the alleged inefficiency of the staff, and the necessity for their receiving education at the hands of Mr. Moody.

JOHN SUTHERLAND.
 17th March, 1873.

—

Having, in accordance with the instructions of Mr. Secretary Sutherland, carefully perused the evidence of Mr. Holroyd, more particularly his replies to Questions 737 to 741 and 750 to 752 inclusively, and compared them with the records of the Department, I have the honor to report as under.

22nd April, 1873.

JOHN RAE.

—
Mr. Holroyd's Evidence.

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

As I find certain allusions to you and the officers in your department made by Mr. Holroyd in his evidence before the Select Committee on the Civil Service, I have the honor to request that you will be good enough to peruse his evidence, more particularly his answers to question 733, 734, and 735, and favour me with any observations you may desire to make thereon.

JOHN RAE.

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

In accordance with your request, I have the honor to forward to you my replies to Mr. Holroyd's statements, with reference to myself and the officers and men under my charge.

JOHN WHITTON.

Question 733.

I believe I am correct in stating that no instructions whatever were given to me by Mr. Holroyd, with reference to preparing drawings for offices at the Redfern Station, and I am borne out in that impression by the fact that no drawings for a new station at Redfern were ever prepared, or any sketches made, until 1870, six years after Mr. Holroyd had ceased to be Minister.

Question 734.

Mr. Holroyd here does me a great injustice, in stating that he could never find out my reasons for objecting to build offices at the Redfern Terminus, and I believe he is the only Minister who ever held office who will accuse me of refusing to give reasons for any course I proposed to adopt. I may, however, be permitted to state, that if Mr. Holroyd had asked in writing for my opinion, he would most assuredly have had it; but I have no recollection of any such conversation as he alludes to.

I dare say that Mr. Holroyd's coachman is a very respectable man, and a very intelligent man in that station of life in which Mr. Holroyd has been pleased to place him, but he is hardly the class of man one would expect Mr. Holroyd to consult on railway management or railway practice; but as Mr. Holroyd has hazarded an opinion on the authority of his coachman, I regret I am compelled to say that, from inquiries I have made, the statement of that respectable person is not strictly correct, as no wages have ever been paid by the use of a trolly between Sydney and Picton, or Sydney and Penrith.

Therefore, three men at 6s. 6d. a day were not employed trollying the Paymaster up the line.

With reference to the number of men employed on the permanent way, I have no hesitation in saying that there are not more than are absolutely required to provide for the public safety, and that there are not more men per mile than during Mr. Holroyd's tenure of office as Minister.

The remainder of Mr. Holroyd's statement with reference to the dismissal of men is fully explained in the following correspondence.

Question 735.

Great Southern and Western Railway.—Engineer's Department.

(No. 1,888.)

23 March, 1864.

Memorandum to Mr. Trotter.

The following copy of a minute of the Honorable the Minister for Public Works is forwarded for your information and guidance.

W. H. QUODLING.

(64/421.)

No repairs to gates, platforms, bridges, fences, station-houses, sheds, &c., on the different lines of Railway are in future to be done by day-work, if the estimate for any such work shall amount to £5, without the authority of the Minister for Public Works. All such works, the laying permanent way, and other works on the said lines, to be executed, as far as practicable, by contract.

Tenders to be called for at once for laying and relaying permanent way. The contractor to find the labour, and the Government the materials.—A.T.H., 16/3/64.

MEMORANDUM TO THE ENGINEER-IN-CHIEF FOR RAILWAYS.

G. S. R. Way and Works Branch,

24 March, 1864.

REFERRING to copy of Minister's minute of 16/3/64, forwarded for my information 23/3/64, I beg respectfully to ask whether the labour of taking up and relaying the portion of the up line from Parramatta Junction, Sydney-wards, that yet remains to be done, is to be let by contract? The material, *i.e.* rails, spikes, sleepers, but not ballast, are on the ground for a portion of the work, and the remainder could be supplied as required.

It was intended to have started this work directly after Easter, and the sooner it is done the better.

I have a number of men at present employed that I must discharge if the work is to be done by contract.

I may add that by reason of the peculiar nature of the work a contract will not be advantageous because a number of men will have to be employed to load ballast and other materials, whose time when not engaged will not be very profitably occupied.

I am, &c.,

DURANT TROTTER.

The Commissioner.—W.H.Q., 24/3/64.

Submitted.—J.R., 29/3/64.

I recommend that this work be done by the Department, and not offered for public competition.—

J.W., 6/4/64.

Submitted.—J.R., 6/4/64.

Resubmit when I am more at leisure, after Parliament has been prorogued.—A.T.H., 13/4/64.

End of month.—13/4/64.

Resubmit, 7/6/64.

Resubmitted, 7/6/64.—J.R.

Since my last minute I am informed that Mr. Trotter has been able to dispense with the services of fifty-eight men on the permanent-way. For the present I will continue the present system with the reduced staff—allowing an addition to the service for *emergencies only*, for which a special requisition must be sent to me.—A.T.H., 9/6/64.

Mr. Whitton, B.C., 9/6/64.

Mr. Trotter, for information.—J.W., 14/6/64.

Mr. Trotter, to be returned.—W.H.Q., 15/6/64.

The Honorable the Minister for Works is in error respecting the number of men discharged from the permanent-way, *i.e.*, from the permanent staff.

A reduction of *six* was made by direction of the Engineer-in-Chief, who went through the accounts, &c., with me, and decided where a reduction could be made.

The fifty-two men also discharged were *extra hands*, put on for a special purpose, *viz.*, the relaying and repairs on the line between Sydney and Parramatta, and the wages were charged to a special vote and not to revenue.

When the work was finished—except the portion still remaining to be done—the men were kept on for a short time to do various necessary works; and when these were finished, as no determination had been come to respecting the remainder of the relaying, they were discharged.

Seven men employed on the Picton line on account of the banks, &c., were also discharged at the same time.—D.T., 17/6/64.

Submitted.—J.R., 22/6/64.

Seen.—I think Mr. Trotter should have commenced the above minute in a different style.—A.T.H., 23/6/64.

Mr. Whitton.—J.R., B.C., 24/6/64. J.W., 29/6/64.

Mr. Trotter.—W.H.Q., 29/6/64. D.T., 30/6/64.

Department of Public Works,
Sydney, 23 May, 1864.

FROM this time no fresh hands are to be put on the permanent-way, except under a minute from the Minister of this Department. As the relaying of the up line at the Junction requires to be done take the men who can be spared from other parts of the line to do this service, more especially as Mr. Trotter informs me that with fifty men the relaying necessary can be accomplished in four days.

A.T.H.

In future, place one ganger over four men at least.—A.T.H.

I have the honor respectfully to submit to the Honorable the Minister for Works that I did not say that the necessary relaying could be done in four days with fifty men, but that with about fifty men it could be done in a week. I afterwards also explained to the Minister that this remark referred to a portion of the work only, as it could not conveniently all be done at once, and that to do the whole would take about a fortnight.

I have the honor also most respectfully to submit that to take all the men required to do this work from other parts of the permanent way would be a very serious risk; and is therefore a step, which as I am held by the terms of my appointment *solely responsible* for its efficient maintenance, I do not feel justified in taking, unless the Minister will hold me blameless for any accident that might happen whilst so many men are off the lines.

Twenty or perhaps twenty-five men could be spared to assist in doing this work, but the complement should be made up with extra hands.—DURANT TROTTER, 27/5/64.

Mr. Whitton—J.R., B.C., 31/5/64.

The whole of the men should not be taken off their lengths for any purpose; but as it appears some of them can be spared for the purpose of assisting in relaying the up line near to the Junction, I recommend that the necessary extra hands should be employed by Mr. Trotter, so that the work may be completed as rapidly as possible.—J.W., 1/6/64.

Submitted.—J.R., 2/6/64.

The system of gangers and gangs is, in my opinion, absurd as at present conducted, and needs immediate reform. Yesterday I saw one ganger and two men packing sleepers on the Liverpool extension, work in which one ganger could overlook five, six, or more men. I hear constantly of the men complaining of the great difference in their and the gangers' pay, considering that they all do similar work. I will allow Mr. Trotter to engage twenty-five men (extra hands) for one week to relay the line, and these, with the twenty-five permanent men, will be able to do the work in the week. If preparations are made by getting the sleepers adzed and placed ready for laying before the 50 men are put on it will expedite the work.—A.T.H., 2/6/64.

Mr. Whitton, B.C., 3/6/64.

The Minister is probably not aware that the ganger has to walk over his length every morning and evening on week days, and once every Sunday, and three miles is therefore as great a length as can be given to one man if it be expected that he will carry out his instructions, and, in my opinion, it would not be consistent with public safety to give any increase in length. If, therefore, the lengths cannot be increased, it follows that to employ three or four men where two only are required would be a waste of public money.

I have no doubt many of the men do complain of the difference in wages between themselves and the gangers, but it should not be forgotten that the ganger is *responsible* for the length and not the men; that the ganger has to walk over his length every Sunday, which the men have not; also, that the ganger is a skilled laborer; the men are ordinary laborers.—J.W., 6/6/64.

Submitted.—J.R., 7/6/64. Seen.—A.T.H., 7/6/64.

Mr. Quodling, to note, B.C., 10/6/64.
Mr. Trotter, for information.—W.H.Q., 18/6/64. Seen.—D.T., 20/6/64.

Page 36. Questions 737, 738, 739, 740, 741.

Mr. Holroyd says that when he was Minister there was not a single porter on the line between Sydney and Parramatta, and that now, when fewer trains are running, there is a clerk and one or two porters, *if not more*, at every station, where formerly all the duties were done by the Station-master alone.

This is an exaggerated statement. There is no clerk employed at any of the suburban stations, *viz.*, Newtown, Petersham, Ashfield, Burwood, and Homebush. There are at each of these stations 1 Station-master and 1 porter.

In 1864 the Station-master did the duty, except at Burwood, where a porter was employed. The number employed, in addition to those engaged in 1864, amounts to 4; and the Traffic Manager states that the increased goods' traffic at these stations necessitated the employment of porters.

Although the tonnage at Newtown has fallen off, as compared with 1864, about 28 per cent., it has increased at Petersham 500 per cent., at Ashfield 350 per cent., at Burwood 200 per cent., and at Homebush 200 per cent. The revenue from these stations in 1864 amounted to £8,797. For last year the revenue was £12,967—showing an increase of £4,170; while the expense of the four extra porters amounted to only £510.

Mr. Holroyd is also mistaken as to the number of trains.

In 1864, there were 9 "down" suburban trains and 8 "up." There are now 12 "down" and 13 "up."

Mr. Holroyd adds—"With respect to the porters in Sydney, their name is legion. It is really painful to see the public money misspent in keeping so many porters on the platform of the Redfern Station. You are actually tumbling over them at every turn." This statement is as exaggerated as the last. See my minute of 16th instant, p. 9, herewith, where I state that after a thorough investigation, I do not feel justified in recommending any reduction in their numbers at present; and in this opinion I am borne out by the practical experience of Mr. Richardson, Acting Traffic Manager, Mr. Higgs, Assistant Traffic Manager, Mr. Crawford, Mr. Carlisle, and Mr. Paull, whose reports are appended.

MR. CARLISLE to THE COMMISSIONER FOR RAILWAYS.

NUMBER of persons employed in the Goods Department, Sydney Station. Length of service, &c., &c., April, 1873.

Name.	Age.	Length of Service.	Wages.	Occupation.	Class and character.
		years.			
Henry Morris	31	8	10/- \mathcal{P} diem	Invoice clerk	1st V. G.
Francis Kensett	55	5	9/- " "	"	1st "
Prescott Cazeneau	28	6	9/- " "	"	2nd "
John Harper	23	2	8/- " "	Inquiry clerk	2nd "
Michael Connellan	19	2	5/- " "	Wool and Auctioneer's clerk	1st "
Hugh Davis	75	4	8/- " "	Collector	3rd "
Charles Paull	28	8	£165 \mathcal{P} ann.	Foreman	1st "
Cornelius Rowe	25	7	9/- \mathcal{P} diem	Head porter	1st "
William Bannerman	31	5	8/- " "	Head sheeter and overseer	1st "
Charles Kopper	27	3½	7/- " "	Receiving porter in charge of cranes	1st "
George Dever	26	6½	7/- " "	Delivery porter	1st "
William Harding	45	6½	8/- " "	Receiving porter	1st "
Charles Little	23	1½	7/- " "	"	1st "
George Jessop	31	5½	8/- " "	Delivery do., live stock	2nd G.
Chas. Nelson	47	2½	8/- " "	Receiving porter	2nd "
Richard Cox	50	5½	7/- " "	Delivery do	2nd "
James Webster	43	8½	7/- " "	Receiving do	2nd "
Alfred Vine	43	2	7/- " "	"	2nd "
Shepherd Howarth	54	4	7/- " "	"	2nd "
James Parkinson	42	3½	7/- " "	"	3rd "
George Grisdale	32	8	7/- " "	"	2nd "
George Gurnham	31	4	7/- " "	"	2nd "
Thomas Muston	26	1	6/- " "	"	2nd "
John Johnston	47	4½	6/- " "	"	3rd "
John Winfried	38	¾	6/- " "	"	2nd "
William Pooley	36	½	6/- " "	"	2nd "
John M'Correy	40	6	7/- " "	Horse shunter	2nd "
Thos. Morgan	47	1½	7/- " "	Delivery porter	2nd "
Thos. Warman	55	12	6/- " "	In charge of ropes, checking trains, &c.	2nd "
Thos. Fitzgerald	30	3½	6/- " "	Delivery porter	2nd "
John Dingwall	25	1½	6/- " "	"	2nd "
Thos. Connelly	28	1	6/- " "	General do, unloading wood, &c. ...	4th "
Samuel Murray	23	¾	6/- " "	"	4th "
Thos. Boswell	37	¾	6/- " "	"	4th "
Robt. Mitchell	36	¾	6/- " "	"	4th "
John Rowan	52	7	6/- " "	Sheeter	3rd M.
William Bryant	47	1	6/- " "	"	3rd G.
James Shea	30	¾	6/- " "	"	3rd M.
William Turner	48	¾	6/- " "	"	3rd G.
Chas. Buchanan	50	1½	8/- " "	Night watchman	2nd "
Samuel Donaldson	56	¾	6/- " "	Day watchman	2nd "
George Hennis	60	14	8/- " "	Keeper of wood-yard	2nd "
John Parkes	66	½	5/- " "	Gate-keeper, Botany Road	4th "
John Meehans	35	3	6/- " "	" Devonshire-street	3rd "
John Dart	40	½	35/- \mathcal{P} week	"	4th "
Walter Williams	60	6	6/- \mathcal{P} diem	Greaser	3rd "
George Bridge	60	2	6/- " "	Night-watchman	3rd "
James Jones	60	11	5/- " "	Messenger, &c.	4th "
George Perrie	44	5½	7/- " "	Weigh clerk	1st V.G.
Thos. Ward	27	2	7/- " "	"	2nd G.

Character—V.G., Very good; G., Good; M., Middling.

All the men under my charge are sober and generally efficient, many of them superior. No complaint has been made by the foreman against any one during the last six months, either on account of drink or other irregularity, which would necessitate my recommending his removal. The number of men employed at this station is not in excess of the requirements, their time being fully occupied. The duties of receiving porters are particularly onerous and responsible.

THOMAS CARLISLE,
Station-master, Sydney, in charge of Goods Branch.

To the Commissioner for Railways.

17/4/73.

LIST of Men employed at the Redfern Station (Coaching Department), 16th April, 1873.

Name.	Age.	Years in Service.	Class.	Rate of Wages.	Situation.	Remarks.
J. Hankin.....	38	10½	2	10/-	Booking Clerk	Good, steady man.
T. Bonamy	27	10½	1	10/-	Do.	Do. do.
— Pritchard.....	20	8 mths	4	30/-	Parcel Office	Junior; improving.
W. Sutton.....	63	15	3	8/-	Night Clerk	Good, steady man.
J. Robinson	44	17½	1	12/-	Guard	Good, careful, steady man.
R. Darby	55	17½	1	12/-	Do.	Do. do.
C. Fitzpatrick	46	12	2	10/-	Do.	Good, steady man.
A. Miller	43	15	2	10/-	Do.	Do. do.
A. Clissold.....	40	13½	2	10/-	Do.	Do. do.
J. Gordon.....	29	5	2	10/-	Do.	Do. do.
M. Curran.....	34	6	3	10/-	Do.	Steady man.
J. Pike	48	10	2	10/-	Do.	Good, steady man.
S. Yorke	24	4	2	10/-	Do.	Do. do.
Geo. Dean.....	30	5½	2	10/-	Do.	Do. do.
Geo. Gee	33	12	2	8/-	Do.	Do. do.
Wm. Lutton.....	26	7	3	8/-	Do.	Steady man.
D. Conroy.....	35	6	3	8/-	Do.	Do.
W. Hegarty.....	29½	9½	1	9/-	Head Porter.....	Good, active, steady man.
Geo. Bellingham	34	5½	1	8/-	Ticket Collector	Do. do.
H. Perfeet.....	32	6½	1	8/-	Parcel Porter	Do. do.
S. Payne	38	6½	2	8/-	Do.	Good, steady man.
G. Nupier.....	40	4	2	7/-	Couplings	Good man for coupling trains, and steady.
A. Lemond.....	33	4½	3	7/-	Horses and carriages ..	Pretty good man.
J. Humphrys	35	4	3	7/-	Collects tickets	Steady man, but slow.
J. Chasling	28	5½	4	7/-	Washing and sweeping ..	Only fit for cleaning, &c.
R. Ward	35	2½	2	7/-	Luggage-man	Good, careful, attentive man.
E. Delaney	30	3½	2	6/-	Collects tickets	Do. do.
E. Gagan	34	2	2	6/-	First-class carriage sweeper.	Do. do.
Wm. Morrison.....	32	1	3	6/-	Luggage-man	Steady man, and improving.
Wm. M'Fadden	48	1	4	6/-	Second-class carriage sweeper.	Steady man; not active.
M. Gibbons	38	7 mths	4	6/-	Horses and carriages ...	Steady man.
O. Rowland	35	6 mths	4	6/-	Do.	Can't be depended on.
J. Stewart.....	33	2½ yrs.	2	6/-	Luggage-man	Good, steady man.
Wm. Hartley	28	6 mths	2	6/-	Do.	Good, steady man, and active.
R. Cavanaugh	23	5 "	4	6/-	Lamp-cleaner	Only fit for lamp-cleaner assistant.
H. Buchanan	29	4 years	4	6/-	Brass-cleaner	Steady man; not active.
J. Bartholemew	32	4 "	2	6/-	Luggage-man	Good, steady, active man.
J. Cavillion	35	5 mths	3	6/-	Lamp-cleaner	Good man for lamps.
G. Twyford	38	2 "	4	6/-	Office-cleaner	Only fit for cleaning.
J. Murray.....	35	3 years	4	35/-	Watchman on line	Useful man.
J. West.....	60	8 "	4	30/-	Watchman, yard	Old and infirm, but required.
A. Monteith	63	6 mths	4	30/-	Messenger.....	Useful.
Mrs. Monteith	50	2 "	4	20/-	Attendant, Ladies' Room	Useful.
G. Rae	14	8 "	4	20/-	Telegraph Operator.....	Good attentive boy.
Fred. Richardson.....	18	1½ "	4	30/-	Do.	Pretty fair clerk for Telegraph.
Geo. Bettridge	25	4 "	4	6/-	Parcel Office	Acting as Clerk in Parcels Office; not suited for heavy work.
J. Harrison	35	10 yrs.	2	9/-	Guard, Funeral Trains...	Good, steady, active man.
J. Williams	26	1 "	3	6/-	Porter, Mortuary Station	Do. do.
J. Johnstone	22	3½ "	2	8/-	Clerk	Good, steady man.
Geo. Douglas	31	8 "	1	9/-	Signal-man	Good, steady, careful man.
H. Ludford	30	6¼ "	1	9/-	Do.	Do. do.
J. Bradley.....	32	4¼ "	1	9/-	Do.	Do. do.
A. Ball	38	17 "	2	8/-	Pointsman	Good man, and steady.
R. Watson.....	35	11½ "	1	8/-	Shunter.....	Good, steady, careful man.
C. King	32	5½ "	1	8/-	Guard	Do. do.
R. Crawford	28	2½ "	1	8/-	Ballast Guard	Do. do.
— M'Namee	40	10 "	2	8/-	Do.	Good, steady man.
H. Clarkson	25	4 "	2	7/-	Do.	Do.
T. Doyle	30	3½ "	2	7/-	Shunter.....	Do.
H. Campbell	38	5½ "	3	7/-	Do.	Steady man.
Wm. Hobbs	47	2½ "	4	7/-	Greaser.....	Do.
E. Bayless	30	5 "	4	6/-	Do.	Do.
E. Johnson	24	4½ "	2	6/-	Shunter.....	Good man, and steady.
Wm. Wells	35	8 mths	3	6/-	Do.	Steady man.
H. Hilbon.....	44	8 "	4	6/-	Point-cleaner	Steady, attentive man.
R. Gray	49	4 years	4	6/-	Do.	Steady man.
J. Dugan	33	4¼ "	2	7/-	Shunter.....	Do.

All the men at this station are absolutely required for the working of the traffic. Ticket collectors, luggage and horse carriage, and dog-men, are only employed as such when trains start and arrive. They are employed between trains washing and cleaning carriages, horse-boxes, &c., &c., averaging 43 daily and 10 spare ones once a week.

I have never at any time had an excess of men, and all are fully employed, except when trains are either starting or arriving; they are then on the platform to give passengers assistance if required.

ALEXR. CRAWFORD.

Station-master, Redfern, in charge of the Coaching Branch.

P.S.—I may state that five men are expressly told off to carry in passengers' luggage, and are in constant attendance on passenger trains for this purpose.—A.C., 21/4/73.

To the Commissioner.

Having been called upon to give an opinion of the state of the Traffic Branch, as regards the efficiency of the officers and servants, and further, as to whether there is a greater number of persons employed at the different stations than is called for by the requirements of the traffic, I have the honor to state, without fear of contradiction, that the officers and servants of the Traffic Branch are, as a body, as respectable, intelligent, and efficient men as it would be possible to meet with in any other department, or in any other pursuit, mercantile or otherwise, in the community.

I honestly believe that it would be impossible to carry on the work of the Commissioner with any degree of satisfaction to the public, or to the department, with fewer hands than are at present employed.

I may here state that my experience extends over a period of six years service in the Traffic Branch, during which time I have five times received promotion. For nearly two years I was employed as travelling Audit Clerk, during which time I visited each station monthly, and had every opportunity of becoming acquainted with the qualifications of the officers and servants. For nearly a like space of time I was in charge of the Goods Branch at Redfern Station, where I again had the opportunity of becoming thoroughly acquainted with the qualifications of the clerks and men who were placed under my control, and who, taken collectively, form the chief emporium of labour in the Traffic Branch. I have been later assistant to Mr. Moody, and am at present, for the second time, acting as Traffic Manager.

A. RICHARDSON,
Acting Traffic Manager,
22/4/73.

I HAVE never known a case, during the whole time I have been in the Service, when more men were taken on than were required for the work; in fact, while I had the management of the coaching at Redfern Station I often have been short of men, and applied for them without effect. In November, 1871, I applied for an assistant guard for goods train, but did not get one for several months, and then Deigan was appointed, who was then in the lamp room. With reference to Mr. Holroyd's statement (Q. 741), as to a batch of five porters having been sent by Mr. Sutherland, in September last, to be put on though there were no vacancies for them, I can give a flat denial to the statement. This was the month before I left Sydney for Newcastle, and they could not possibly have been taken on without my knowledge.

I consider that the number of the porters, instead of being "excessively excessive," as stated by Mr. Holroyd (Q. 736), is not more than required for the service, and frequently we are short-handed. It is not surprising that people unacquainted with railway management, when they see the number of porters on the platform at the time when trains are starting and arriving, when their services are required, may imagine that they are too numerous, and that when the trains have departed they will have nothing else to do; but it should be known that after the departure of the trains they have to wash and clean carriages, station-lamps, &c., between the running of the different trains.

As far as I am able to judge, the employes on the line are trustworthy, steady, and efficient, quite up to their duties, and their numbers cannot safely be reduced.

JOHN HIGGS,
Assistant Traffic Manager,
19/4/73.

To the Commissioner.

To the Commissioner for Railways,—

Sir,

According to your request, I have the honor to furnish you with the following information in reference to the number of men employed in this department, their general efficiency, sobriety, and honesty.

In regard to the first, I beg to state that it would be an impossibility to work this department with a smaller number of men than now employed; and out of the number employed, I can safely state that a large proportion is thoroughly efficient, and better men to fill their positions could not be found in Sydney; the remainder of the men are quite up to their work. As a proof of this, I may mention that during the time that I have had charge of this department I have only found it necessary (to the best of my belief) to report one man for inefficiency, and that man was some time since dismissed. I likewise beg to state that the men employed have their time fully occupied by their duties, with the exception of three days a week, viz., Mondays, Wednesdays, and Thursdays, when there is a little slack time from about 11.30 a.m. until 3 p.m.; and out of this time there are two hours for dinner, when only half the usual number are at work, one-half having from 12 to 1, the other from 1 till 2; and in the wool season this is far from being the case, as every minute of their time is fully occupied, and the men having a little spare time at midday, fully make up for it in the evening when the rush of goods for transmission takes place. We have sent during the last three months from this station 3,009 loaded trucks.

I have, &c.,
CHARLES PAULL,
Foreman.

To the Commissioner.

With reference to the batch of five men alleged to have been sent by Mr. Sutherland to be put on, though their services were not required, I have obtained from the Acting Traffic Manager the following list of the men who were employed at Sydney Station in the coaching branch in the month of July, 1872; and the changes which occurred in the staff during the following five months as they occurred.—J.R.

Geo. Bellingham.	Wm. Deacon.
Geo. Parsons.	Wm. M'Fadden.
Henry Perfect.	Joshua Chaseling.
Saml. Payne.	C. Irvine.
Albert Lemond.	Josiah West.
John Humphreys.	John Murray.
Ed. Delaney.	John Booth.
Moses Woods.	James L. Merlin.
Saml. Thompson.	Robert Smith.
E. Gagan.	G. R. Henson.
Wm. Morrison.	

August, 1872.—

Wm. Deacon removed to Goulburn.
Moses Woods detached to Liverpool.

September, 1872.—

Robert Smith removed to Windsor *vice* Dugdale.
Chris. Irvine dismissed.
A. Warby and M. Gibbins appointed in their room.

October, 1872.—

Geo. Henson appointed Station-master, Mulgrave.
Wm. Rowland appointed to succeed him.

November, 1872.—

Mitchell, Craddock, and Turner, put on temporarily, preparing carriages and cattle waggons for Christmas Holidays; since dispensed with.

December, 1872.—

A. Warby exchanged with Robt. Ward, of Menangle.
Stewart put on for extra work.

A. RICHARDSON,
22/4/73.

To the Traffic Manager.

In the minutes of evidence taken before the Select Committee of the Civil Service, on 12th February, 1873, Mr. Holroyd is reported to have said—"A short time ago, in the month of September, I had to make a complaint to Mr. Moody, the Traffic Manager. After I had made my complaint, I said—'Mr. Moody, how thronged your platform is with porters!' He replied—'Yes, there are a great many.' I said—'Why do you have them here, they cannot be necessary?' He said—'Well, what am I to do? Mr. Sutherland sent me down the other day a batch of five porters to put on the Railway.' I said—'Had you any vacancies for them?' He said—'No.' I asked—'Did you write to the Minister and tell him that you had no vacancy?' He said—'Why, he ordered me to put them on, and I put them on.' This is a cost to the Country of between £500 and £600 a year."

I have to request the Traffic Manager to state whether the above is a correct report of what took place, and, if otherwise, that he will oblige me with a full explanation of the matter.

J.R., 18/3/73.

I am quite sure Mr. Holroyd has drawn upon his imagination for the alleged conversation.

Mr. Holroyd never came near me except to make complaint, or something akin to it, and was never sufficiently amiable to induce me to enter into such a confidential conversation.

I have an indistinct recollection of Mr. Holroyd calling at my office when a good many men were hanging around the door and on the steps, and he in a very authoritative tone asked what all those fellows were doing there; and it is very likely I replied "How can I help it?—they are sent up to me."

Mr. Holroyd's manner to me has never been inviting enough to induce me to enter into conversation beyond what business demanded.—R. MOODY, 18/3/73.

To Commissioner.

Mr. Holroyd's evidence. Question 750.

Mr. Ellis was for four years in subordinate capacities on the Railway,—shunter, porter, &c., and was appointed Station-master at Ashfield, in February, 1862. He resigned Ashfield Station on 1st February, 1867, having met with an accident. He joined afterwards as a guard, and was subsequently made signalman, which last position he resigned on the 23rd September, 1871, in consequence of his wages having been reduced, and the Commissioner, Mr. Byrnes, refusing to promote him.

Question 751. (Mr. Trotter's services.)

MR. Trotter was appointed to superintend the permanent way, in July, 1862, by Mr. Secretary Arnold. He resigned that appointment on 30th June, 1866. Mr. Secretary Byrnes, who was in office at the time, then appointed Mr. Thomas. As regards Mr. Trotter's alleged extravagance, I find no information from the records of the department; but one thing is clear,—that if he were extravagant, he would appear to, have been more so during Mr. Holroyd's year of office than during any succeeding year, as the working expenses of the Railway during those periods per mile open will show. (See page 18.)

Question 752. (Changing Guards.)

THIS is necessary to meet the exigencies of the traffic. If it were not done, some guards would have too much work and others too little; it arises in a measure from the day trains running three times a week only.

The average number of miles each guard travels daily by through trains is 111,—if he does no other work. If he runs a shorter distance, he has shunting work to do, and to run trains short distances,—yard work, &c., &c.

Question 752. (Mr. Herald.)

MR. Holroyd speaks of the Newcastle Station as one of great importance, requiring a man of Railway experience, and would imply that by the removal of Mr. Cox to Murrurundi, and by the appointment of Mr. Herald to Newcastle, this was lost sight of.

It is my belief that there is hardly a man on the Railway who has had so much experience as Mr. Herald. He was for thirteen years employed on the Great Eastern Railway, England,—five years as Goods Clerk, London terminus, six years as Station-master, and two years out-door Inspector for Goods Manager.

He left England for the benefit of his health, and was appointed, so far back as 1857, Station-master at Liverpool. He returned to England, and was again employed on the Railways there. In 1866 he was an applicant for Railway employment here; there being no other vacancy, he accepted the position of porter at Newcastle; the very station at which he is now Station-master. In 1869 he was appointed Goods Clerk at Muswellbrook. In 1870 his services were so highly thought of that he was transferred to the Traffic Manager's Office, Sydney. In 1871 he was appointed to take charge of the outside duties of the Goods Branch at Redfern, and he was in 1872 made Station-master at Tarana; indeed, because of his usefulness and his experience, this officer has been sent where these qualities were most required, and his removal to Newcastle was decided upon at a time when it was considered that a zealous, experienced Station-master was most urgently required at that place.

Question 752. (Mr. Cox.)

No injustice whatever was done to Mr. Cox; he was remunerated for his services as Acting Traffic Manager. The Government have purchased from him the house he erected on Crown Lands at Newcastle, and, with the Minister's sanction, I have issued instructions for the immediate erection of a residence for him as Station-master at Murrurundi.

Mr. Cox first entered the Railway service in October, 1855, as Station-master, Burwood; he resigned that position in May, 1858. In December, 1858, he was an applicant for re-employment; he was not however successful until April, 1864, when Mr. Holroyd appointed him Station-master at Liverpool, with a salary of £200 a year. He was placed over the heads of many Station-masters to whom Liverpool Station would have been promotion.

Mr. Cox had been but a few days at Liverpool when he was promoted by Mr. Holroyd to Newcastle, with a salary of £250 a year, and £50 a year in lieu of a house.

He was recently removed to Murrurundi, at the same salary and allowance. Mr. Holroyd says that Murrurundi was then made a first-class station. This is wrong. Murrurundi, since the day it was opened, has always been a first-class station; and the officer whom Mr. Cox succeeded was paid the same salary and allowance as Mr. Cox.

Question 752. (Mr. Higgs.)

MR. Higgs entered the Railway Service as porter, October, 1855. Promoted as Station-master, Homebush, Dec., 1856. Removed to Hexham, on the G.N.R., July, 1858. Promoted to Newtown, on the G.S.R., May, 1859. Promoted to Parramatta Junction, June, 1860. Promoted to Redfern, June, 1863. Promoted to Assistant Traffic Manager on the Great Northern Railway, October, 1872..

Question 752. (Extra Clerk at Newcastle.)

The allegation made by Mr. Holroyd that a clerk had been appointed under the Station-master at Newcastle (Mr. Herald), nominally, but who, virtually, is the clerk of Mr. Higgs, the Assistant Traffic Manager, is not supported by the facts of the case.

Mr. Higgs has had no addition made to his staff, and he carries on the work with the same number of hands as his predecessor, viz., 2, cashier and general clerk, and an assistant clerk; both of whom were in the office when he took charge.

The only alteration made is that the relieving clerk (Mr. Robins), who is general for all stations, has been removed from Singleton to Newcastle, to do duty at the latter station when not required at other stations; he is not exclusively employed at Newcastle, but does duty there instead of at Singleton when not required for relieving purposes.

He works for Mr. Herald, and not for the Assistant Traffic Manager.

Question 752. (Railway charges.)

THE anomalies in charging sand to Parramatta and sand from Parramatta, as also fruit between Goulburn and Sydney and Sydney and Goulburn, arose through a difference being made between the "up" and the "down" journey. This distinction, under the new rate-sheet, has been abolished. It was made general in the rate-sheet issued by Mr. Byrnes, all special class goods being charged an increased rate for down journey.—J.R.

No. 2.

Mr. Moody's Evidence.

MINUTE PAPER.

HAVING been instructed by the Minister for Works to make a thorough examination into the character and competency of the employés in the Traffic Branch of the Railway Department, and the amount of work performed by them, to test the accuracy of certain allegations made before the Select Committee of the Legislative Assembly on the Civil Service—to the effect that the employés were generally inefficient, and that their numbers could be reduced one-half without injury to the Service,—I lost no time in examining the clerical staff in the Traffic Manager's Office, and reporting the result of that examination to the Minister. A report was also procured from the Traffic Auditor, whose duties bring him in constant communication with the Station-masters and their clerical subordinates, as to the qualification of these officers, the manner in which their books are kept, and the clerical work performed. These reports satisfactorily show that there is no foundation for the allegation as to the incapacity of these officers, who have been found on examination to be intelligent, steady, and zealous in the discharge of their duties.

In further attention to the Minister's instructions, I took advantage of the Easter holidays to visit, in company with him, every station on the Southern and Western lines. We inquired into the character and competency of every employé on these lines; their length of service; their duties, and the manner in which these duties were performed; the average amount of work at each station; and the number of hands required for carrying out the duties with efficiency.

This inquiry has strengthened the conviction I formerly entertained, that on the whole, the employés in the Traffic Branch are well fitted for the duties they have to perform. None of them are reported as unable to read and write; many of them, from their education, are fitted for higher positions. They are, as a class, sober and steady men—none other are retained in the Service. Many of them are highly intelligent, and capable of performing satisfactorily the most important duties that can be entrusted to them. We had not time to examine each man personally; but the Station-masters, who are responsible for the proper performance of their duties, and are thoroughly acquainted with their capabilities, supplied all necessary information. In general they expressed themselves as fully satisfied with the manner in which the men perform their duties. Some are naturally more efficient than others; and, as far as possible, the best men are placed in the most responsible offices.

Some of the men who have been long in the Service, and are too old for the heavier duties, are removed, as opportunities occur, to easier stations, and their places supplied by younger and stronger hands.

With reference to the number of the employés: notwithstanding the assertion that the numbers could be reduced by one-half without injury to the Service, I can only state that, after thorough inquiry at every station, and with a strong desire to have the work performed with the smallest number of hands possible, I am unable, while the night mail trains continue to run, to recommend any reduction in the number employed. It must not be understood that the number of employés is a fixed quantity; it is regulated by the amount of traffic, and is reduced and increased as the exigencies of the work to be performed require. In the wool season, for instance, a large number of extra hands are taken on temporarily, but they are not retained a day longer than is absolutely necessary.

The Minister for Works, on a recent visit to the North, made a similar inspection of the different stations on the Northern line, and arrived at a similar conclusion, as to the general efficiency of the employés, and their numbers not being in excess of the requirements of the Service.

On the whole, I feel satisfied that a better class of men than those employed on our Railways need not be desired; and, considering the amount of their duties and the rapidly increasing traffic, I do not feel justified in recommending any reduction in their number at present.

The reports referred to are forwarded herewith.

JOHN RAE.

16 April, 1873.

To The Traffic Manager,—

The Minister having brought under my notice that you have stated that the clerks in your office are inefficient, and that you are obliged to educate them as in a school, and requested me to take the first opportunity of inquiring personally into these statements, and report to him the result of my inquiries, I have to inform you that I will call at your office this afternoon or to-morrow morning for the purpose.

J.R., 17/3/73.

Protest herewith.—R. MOODY, 18/3/73.

THE COMMISSIONER FOR RAILWAYS TO THE SECRETARY FOR PUBLIC WORKS.

Report upon the efficiency of the Clerks employed in the Traffic Manager's Office, Sydney.

In attention to Mr. Secretary Sutherland's request, I yesterday, accompanied by the Chief Clerk for Railways, attended at the Traffic Manager's Office, to inquire into the allegations made by him that, with the exception of one efficient clerk recently appointed, the clerks in his office are not efficient.

My attention was particularly drawn to Mr. Moody's statement before the Select Committee on the Civil Service, as follows:—

“225. Are there many clerks under your immediate supervision? I have one efficient clerk, recently appointed, and I have other clerks in the office.

226. Are they efficient? They are not efficient for my purposes. They can sometimes copy a document correctly if it is given them, but they cannot do much more than that. They are improving since I have had them at school, as I may call it. I have felt that I was unable to rely upon their work for months, until I paid that close attention to it myself, to the injury of my health no doubt, which has brought them up to greater efficiency.

227. Were they inefficient in writing—the mere clerical duties? In the general carrying out of their duties. For instance, if I gave them a document of this kind (*referring to the classification-sheet*) to make out, very likely after they had done it I would have to do it over again myself, to show them how to do it.”

And again :

“ 236. In the case of these inefficient clerks placed under you, how is it that you put up with them at all ; I think you should be in my place for one week to understand that question fully.

237. Do you mean to say you are compelled by your position to keep a number of inefficient clerks against your own judgment? If I did not, I should not be able to draw my salary long.

238. If you were left to yourself would you keep these clerks? No, I would not.”

I requested Mr. Moody to name the clerks whose inefficiency he alluded to. In reply, Mr. Moody said that the present clerks were not inefficient, and that in his evidence he had been alluding to things of the past. As this statement did not correspond with what I understood he had told Mr. Secretary Sutherland, nor with the evidence given before the Select Committee, I decided to examine the clerks myself, to inspect the books they kept, as also the books kept by their predecessors.

The Record Books, containing a short abstract of the contents of all letters and papers received in the office and their disposal, were first submitted to me, and I was gratified to find that not only were they now admirably compiled, but that during the whole time Mr. Moody had been Traffic Manager, as also before that period, they bore evidence of having been most carefully and faithfully kept. The handwriting of the different Record Clerks, Mr. Herald, Mr. Nealds, and the present holder, Mr. Marks, as displayed in the books, is exceedingly good, and the Index to the Register had, I found, been accurately compiled. I was the more pleased to find this portion of the work so well carried out, as my long experience in official business has taught me that the effective administration of the business of an office mainly depends upon the accuracy with which the records are kept.

Mr. Moody's staff consists of the following clerks, viz. :—Mr. Richardson, Mr. Marks, Mr. Cullen, Mr. Allaband.

Mr. Richardson,—who has the general supervision of the office, conducts the correspondence, and is responsible for the work of all the clerks who are placed under him.

As Mr. Moody admits that this officer is thoroughly efficient—a fact also otherwise well known—and as he is responsible for, and has the supervision of the work of the rest of the clerks, I considered it desirable to obtain his statement as to their duties, and the manner in which they are carried out.

Mr. Richardson says :—“ Mr. Marks has been 3½ years in the office ; he acts as Record Clerk, and has so acted since May, 1870 ; the number of papers registered averages 3,000 a year. Mr. Marks carries the work out unaided ; there are no arrears, and the work is performed most satisfactorily. Mr. Marks also copies papers when required ; makes out returns ; he has the capacity to perform the work properly, and does so to my entire satisfaction.”

In reference to Mr. Moody's statement that the clerks are improving since he has had them at school, I requested Mr. Marks to state how he was employed before entering the Railway Service. He stated that, eight years ago, in England, he was in the service of an Underwriter at Lloyd's ; afterwards in a merchant's office ; and for two years and eight months he was a ledger-keeper in the Bank of New South Wales.

Mr. Cullen, the next clerk, keeps the Store Book, containing the supply requisitions, in duplicate, from the various stations ; he also keeps the ledger showing the supplies each station receives ; he copies and sends out the Special Train Notices, and assists in copying and dispatching the “ General Orders ” of the Traffic Manager. Mr. Richardson says that he performs his duties very fairly ; he is very neat and tidy in the way he does his work (a fact established to my satisfaction by the production of his ledger), and, though a little slow, can be depended upon for accuracy. He has been twelve months in the office.

In reply to my inquiry as to previous employment, Mr. Cullen stated that he had served an apprenticeship of four years in a merchant's office, and did not when he entered require, nor has he received, any “ schooling,” beyond an explanation of the nature of the duties he was to perform ; as before entering, he had passed the Civil Service examination.

Mr. Allaband, the only other clerk in the Traffic Manager's Office, compiles the statement of the truck returns, showing daily the number of trucks arriving at and leaving each station, and the number left at each station for loading ; he makes, each morning, a summary of these returns, and performs the work accurately ; he is also charged with the duty of press-copying all the letters, general orders, &c. ; he assists in copying, and makes himself generally useful. Mr. Richardson states that he is very zealous and painstaking ; his handwriting, though fair, is not so good as that of the other clerks, but he is rapidly improving in this respect ; the defect in the handwriting is attributed to a change in style, having previously been accustomed to slant his letters from left to right. Mr. Allaband has been only 2½ months in the office. He is a compositor and printer by trade ; served his time at Messrs. Reading & Wellbanks, and was recently engaged as a compositor in the *Herald* office ; no “ schooling ” could therefore be required at the hands of the Traffic Manager in his case.

Mr. Richardson, in conclusion, said, without contradiction from Mr. Moody, who was present during the whole time, that the clerks in the office are efficient ; they are quite able to carry out the duties required, and are intelligent and zealous in the discharge of them ; they are fully employed ; the office hours being from half-past 8 a.m. to 5 o'clock p.m.—one hour being allowed for dinner.

I may remark generally, that the work to be performed in the Traffic Manager's Office is not of a high class order. With the exception of the correspondence, which is not heavy, and the records, the work is of a character which is usually given to junior clerks to perform, and appears to me to be well conducted by the present staff. After carefully examining the books before and since Mr. Moody took office as Traffic Manager, I can find no evidence that the work was ever inefficiently performed.

As the inquiry was confined to the efficiency or otherwise of the clerks now employed in Mr. Moody's office, I did not extend my investigation beyond that.

Mr. Moody alluded to several junior clerks he had had from time to time in his office. There is no direct evidence however of their inefficiency, and the books of the office produced to me bear no record that such was the case. Nearly all of them are still in the Traffic Branch, employed at the various stations, and are spoken of as doing their work efficiently.

After a patient inquiry and careful investigation, I can find nothing to support Mr. Moody's statements.

JOHN RAE.

18 March, 1873.

Efficiency of the Railway Clerks.

To The Commissioner,—

I have the honor to request that this Memo. be attached to the report of the Commissioner, as to his inquiry yesterday into the state of efficiency of the clerks under the Traffic Manager.

1st.—I most respectfully protest against the present state of the office being taken as a test of the truth of what I stated before the Select Committee, because Mr. Richardson is a competent clerk, with nothing to do except the routine duties with the clerks under him. See Mr. Moody's Evidence before Committee.

2nd.—Upon Mr. Richardson entering into the office, I had Mr. Roberts, who, although he professes to have had a good many years Railway experience, I have found to be so thoroughly abroad that I was unable to send him out for station duty, or to get for me any information I required; and as to get for me any information I required, and as to mere routine duty, checking guard's sheets, pay lists, or general copying, he was so unreliable and careless as to render him next to useless, and very troublesome, as all his work had to be checked; he was sent into the Parcels Office.

3rd.—Mr. Sotheren had previously been removed from at least two offices before he was sent to me, and was (although writing a very nice hand) quite useless as a clerk, even for copying; he had no knowledge enabling him to be of any service, except he were under the care of some other person to direct and watch him, and even then could get through but a very small share of work. He was tried at station work and utterly failed, and has since been under the Station-master, Goulburn, as parcels' clerk.

4th.—Mr. Pritchard, although a sharp, intelligent, and attentive youth, had not received an education sufficient to enable his services to be made available for office business without some previous training, and he was put into the Parcels Office.

5th.—Mr. Marks kept the record book, which is a literal copy of the minutes, and indexed the same; he did nothing else, except an occasional job given to him, and has repeatedly stated to me that he preferred keeping at his desk to learning station duties.

6th.—Mr. Cullen attended to the store requisitions, and copied general orders, and has had no opportunity of learning station duties, not having evinced any desire to do so.

7th.—The present state of the clerks under the control of a competent man, with three inefficient removed, will bear no analogy to the state of things represented by me, because as I desired the office to be and as it ought to be, I should have at least two clerks in the office efficient for station duty, one would be almost constantly employed, and the other occasionally.

8th.—It will be seen that out of the five clerks I had not one efficient so as to send out to stations for information, or to relieve a Station-master for a day or two, and three out of the five were quite inefficient for general purposes.

I enclose a list of those who have come under my office for three years and a half, numbering in all 20 persons.

R. MOODY, 18/3/73.

Clerks as when first entering office.

Mr. Marks	An educated young man, but had not much knowledge of office duties; not efficient for Station duties.
Mr. Neale	Very useful.
Mr. Badcock	Could only be made very little use of in the office.
Mr. Watsford	Very useful, but not efficient.
Mr. Launder	Not efficient, but very useful.
Mr. Herald	Efficient; now Station-master.
Mr. Hornidge	Efficient as to station duties; now Station-master.
Mr. Thompson	A good clerk; since appointed Station-master.
Mr. Sotheren	Inefficient.
Mr. Roberts	May have been a good clerk once, but is very little use now; cannot be depended upon.
Mr. Cullen	A good clerk for mere routine.
Mr. Richardson	Thoroughly efficient.

Youths.

Burge, Abrahams, Hoowen, Bull, Drew, Booth, Goodwin, Moreton, Conellan.

Mr. Richardson, from his thorough knowledge of the clerical staff of the Traffic Department, will be good enough to furnish me with his opinion of the efficiency or otherwise of the clerks whose names are appended to Mr. Moody's protest; the date of their appointment, the nature of the duties they have been called on to perform at different times, and to state, as far as possible, by whom, or on whose recommendation they were appointed.—J.R., 19/4/73.

Traffic Manager's Office,
Sydney, 21 April, 1873.

In obedience to the Commissioner's instructions, I have the honor to submit the following report on the officers referred to in Mr. Moody's protest, the nature of their duties, and how these duties have been and are performed.

Mr. Marks.—Still in the Traffic Manager's office, acting as record clerk; gives complete satisfaction in the performance of his duties.

Mr. Neale.—The records of the office show that he must have been an efficient officer; he was promoted from that position to be assistant to the cashier. His principal duty is to pay the men along the line, and he has shown himself a trustworthy and efficient officer.

Mr. Badcock.—Mr. Badcock before entering the Railway Service had many years of experience in mercantile offices. He was first station clerk at Mittagong, and was selected for the Traffic Managers' office. He was an excellent book-keeper and correspondent, his handwriting being admirable. He was promoted to Camberwell Station, on the Great Northern Railway, where he now is, and performs the duties with efficiency.

Mr. Watsford.—Was employed as relieving station clerk for about five years, and performed the work in a most efficient manner; in fact, for the duties of relieving, it would be a hard matter to find a man better qualified. He was promoted to South Creek Station, as Station-master.

Mr. Landers.—Was employed as copying and corresponding clerk, and there is no record in the office to show that his work was not efficiently performed. Sent to the goods-shed, where he gave me every satisfaction; afterwards promoted to be clerk to the Superintendent of Way and Works, 20/1/72. (See Mr. Mason's report below.)

Mr. Herald left Manager's office to be goods foreman on the 9th February, 1871. (See separate report on Mr. Herald's services, page 8.)

Mr. Hornidge.—22/8/72 removed from Rydal Station, where he had performed most efficiently the duties of chief goods' clerk. There is no record to show that while in the Traffic Manager's Office, his work was not efficiently performed. Was, after serving some months in the office, appointed relieving Station-master, the duties of which post he performed in an able manner. Soon after promoted to Station-mastership, Sutton Forest.—1/5/72. Now at Mount Victoria.

Mr. Thompson.—Promoted from Rydal to the Traffic Manager's Office. The books in the office and the correspondence in the letter book clearly prove that the work allotted to him was performed in an able manner. Promoted to Rydal Station as Station-master, 4th July, 1872.

Mr. Sotheren.—12/1/72 sent from the office of the Superintendent of Way and Works to be clerk in Traffic Manager's Office. Wrote a very good hand, and while kept as a copying clerk I cannot find that there is any record to show that he did his work inefficiently. On the 6/7/72, without any previous knowledge of station duties, he was appointed relieving clerk, and very naturally failed to give satisfaction to the Traffic Auditor. He was subsequently sent to Goulburn as parcels clerk.

Mr. Roberts was transferred from the office of the chief clerk on the 9th July, 1872. Was not adapted to take the lead in office or other work, as dependence could not be placed on the correctness of his labour. Wrote however a good clear hand, and could get through a good deal of work. Under careful supervision could be made very useful for copying, &c.

Mr. Cullen.—Appointed April 1st, 1872, as clerk in the Traffic Manager's office, where he still remains, and performs the duties allotted to him in a satisfactory manner.

YOUTHS.

C. Burge.—Transferred from Picton to Traffic Manager's office, 22/8/71. Promoted on the 20/1/72 to the goods-shed, where he failed to give satisfaction. (Retired on sick leave.)

Abrahams.—Appointed messenger in the Traffic Manager's office on the 5th July, 1870. Resigned 5th August, 1870.

Hooker.—Never in Traffic Manager's office. Now deceased. He was employed in the Parcels Office.

Bull.—Telegraph clerk. Resigned from ill health.

Drew.—Appointed messenger in Traffic Manager's office and telegraph clerk, April 1st, 1872. Removed to Junction as telegraph clerk, where he gives satisfaction.

Booth.—Appointed messenger in Traffic Manager's office, and telegraph clerk; removed to Wallerawang as telegraph clerk where he gives satisfaction.

Goodwin.—Telegraph clerk. (Left service.)

Morton.—Telegraph clerk. Promoted to Parramatta Junction, where he proves himself efficient.

Conellan.—Appointed to Traffic Manager's office; removed to goods' office, where he proved himself a most efficient clerk, 23/3/72.

It is impossible for me to say precisely by whom these clerks were recommended, but I will do so as far as possible:—

Mr. Marks—By Mr. Sutherland.

Mr. Neale—(Appointed before Mr. Moody's time.)

Mr. Badcock—chosen by Mr. Moody.

Mr. Watsford—(Appointed before Mr. Moody's time.)

Mr. Landers—chosen by Mr. Moody. (See Mr. Mason's report below.)

Mr. Herald—chosen by Mr. Moody.

Mr. Hornidge—chosen by Mr. Byrnes.

Mr. Thompson—chosen by Mr. Moody, I believe.

Mr. Sotheren—transferred by Mr. Byrnes.

Mr. Roberts—chosen by Mr. Moody.

Mr. Cullen—appointed by Mr. Byrnes.

Mr. Burge—appointed by Mr. Byrnes.

Mr. Abrams—By Mr. Moody.

Mr. Hooker was not in Traffic Manager's Office.

Mr. Bull— do. do.

Mr. Drew—By Mr. Byrnes.

Mr. Booth—By Mr. Byrnes.

Mr. Goodwin—(Appointed before Mr. Moody's time.)

Mr. Morton—(Appointed before Mr. Moody's time.)

Mr. Conellan—By Mr. Byrnes.—

A. RICHARDSON,
Acting Traffic Manager.

Railway Department,
(Permanent Way Branch),
Sydney, 22 April, 1873.

THIS is to certify that Mr. Landers has been engaged as Principal Clerk in this office, and immediately under my direct supervision, since the 12th January, 1872.

I have always found him exceedingly intelligent, industrious, and thoroughly efficient in everything appertaining to the duties of his office.

WILLM. MASON,
Engineer in charge of (Pt. Way Branch) Existing Lines.

MINUTE PAPER.

By the instructions to Traffic Auditor of 8th April, 1870, paragraph 2:—"All books, accounts, tickets and forms kept by Station-masters are placed under the direct supervision of the Traffic Auditor, and he is held responsible for the proper keeping of all such station books and accounts, &c., &c., &c."

It has been represented that this work is carried out by inefficient officers, and consequently, it is presumed, in an inefficient manner.

The Commissioner will obtain from the Traffic Auditor a report on each station, as regards the clerical work; he will give a list of the employés engaged in this work, and will state, opposite the name of each, what his clerical duties consist of, and how they are carried out. I should like to know how each man so reported upon has been engaged since he entered the Service, the pay he received when he entered, his length of service, and his present pay, and general qualifications.

JOHN SUTHERLAND.
21/3/73.

Traffic Auditor, B.C., 24/3/73.—J.R.

In forwarding the accompanying return of officers employed in clerical work on the Southern and Western lines, I may observe, with respect to the terms used in describing the manner in which their work is performed, that they are intended to stand, as regards merit, in the following order:—

1. Most efficiently.
2. Very efficiently.
3. Efficiently.
4. Satisfactorily.
5. Fairly.
6. Indifferently.

It must also be pointed out that these terms are intended to apply only to each man's performance of his *present* duties, and that the duties devolving upon the various officers are very different, both as regards the amount and difficulty of work to be performed.

With respect to the general qualifications, or the efficiency of the staff as a whole, and taking a practical view of the matter, it is my opinion, after many years of experience among the men, that the Commissioner might well be congratulated upon possessing so competent and reliable a body of men—men who have, in the performance of their clerical duties at least, proved themselves to be the very reverse of inefficient.

At Sydney and the terminal stations the assistants in the Goods' Department give every satisfaction. This is especially the case in the Sydney Goods Shed. The porters upon whom some portion of clerical work devolves are men, I consider, whose abilities qualify them for any clerical work in the Traffic Department. In almost every case in which men occupying the position of porters have been called upon to undertake more or less of clerical work, I have been surprised and pleased with the intelligence, aptitude, and tractability displayed.

At Goulburn the Goods Clerk is a most efficient officer, and he is well satisfied with his assistant. The books are, I consider, a pattern of neatness and correctness.

At the terminal station on the Western line we have just lost, through resignation, another very efficient Goods Clerk, whose duties are at present being carried on by the remainder of the staff.

Parramatta and Wallerawang are the only remaining stations having assistant clerks.

At Parramatta the assistant has been well trained, and will prove a useful and efficient clerk, I believe, in any capacity.

At Wallerawang the Goods Clerk is a young man of ample ability for his post, and is at present giving satisfaction; although, from want of zeal and application on his part, as Goods Clerk at Macquarie Plains, he failed in the proper performance of his work.

Commissioner for Railways.

D. VERNON,
Traffic Auditor.
4/4/73.

Name.	Length of Service.	Pay when entering.	How engaged since entering.	Present Pay.	Nature of present Duties	How performed.
T. Carlisle.....	11 years...	£200 Ψ annum	Goods Clerk; Station-master; Clerk in charge, Goods Branch, Redfern Station.	£250 Ψ annum, and £50 house allowance.	Station-master's duties, Goods' Department, and responsible for due performance of all clerical work connected with such department.	Efficiently.
J. Harper	2 "	£50 "	Junior Clerk, Engineer-in-Chief's Office, and Cash and Inquiry Clerk, Goods Office, Redfern.	£2 8s. Ψ week	Takes cash, enters Office Receipt Book, and replies to inquiries of customers.	Satisfactorily.
H. Morris	8 "	£2 2s. Ψ week	Weigh Clerk; Goods Clerk; Invoicing Clerk	£3 "	Invoicing, Goods' Office, Redfern	Efficiently.
P. Cazneau	6 "	£1 "	Invoicing Clerk	£2 14s. "	" " "	Satisfactorily.
F. Kensett	4 "	£2 2s. "	Porter; Goods Clerk; Invoicing Clerk	£2 14s. "	" " "	"
M. Connellan	2 "	£1 "	Junior Clerk, Traffic Manager's Office; Clerk in Goods Office.	£1 10s. "	Keeps wool and ledger accounts, &c.	Efficiently.
C. Rowe	7 "	£1 16s. "	Porter	£2 14s. "	In charge of wool delivery and wool delivery books.	Efficiently.
G. Dwyer	6 "	£1 "	"	£2 2s. "	Delivering general goods, and keeps delivery book	"
G. Jessop	6 "	£1 16s. "	"	£2 8s. "	Delivers live stock and auctioneers' produce, and keeps delivery books.	"
G. Pirie.....	5½ "	£1 16s. "	"	£2 2s. "	In charge of weigh-bridge, and keeps book of wool weights, &c.	"
A. Crawford	11 "	£2 2s. "	Goods Clerk; Goods Foreman; Station-master	£250 Ψ annum, and £50 house allowance.	Station-master, Coaching Branch, Redfern; responsible for performance of work by clerks.	Efficiently.
J. C. Hankin	10½ "	£2 2s. "	Invoice Clerk; Clerk in Accountant's Office; Booking Clerk.	£3 Ψ week	Issuing passenger tickets, and keeping passenger traffic books.	Efficiently.
T. Bonamy	10½ "	£2 Ψ week	Parcels Clerk; Clerk in Redfern Goods Office; Booking Clerk.	£3 "	Issuing tickets and keeping passenger books	Most efficiently.
W. Roberts	3¾ "	£2 14s. "	Copying Clerk; Clerk in Manager's Office; Parcels Clerk.	£3 "	Receives and delivers parcels, and keeps parcel books	Indifferently.
— Bettridge	4 months	£3 "	Booking Clerk; Assistant Parcels Clerk	£1 16s. "	Assists Parcels' Clerk	Fairly, as far as can be known.
McV. N. Falconer.....	15 years...	£2 14s. "	Porter; Head Porter; Station-master	£200 Ψ annum, and house.	Station-master, Newtown; responsible for accounts, books, and work of station.	Efficiently.
R. Herbert	3½ "	£1 16s. "	Porter; Station-master	£150 Ψ annum, and house.	do. do. Petersham	Satisfactorily.
G. Bonamy	10½ "	£3 5s. "	Parcels Clerk; Station-master	do.	do. do. Ashfield	Efficiently.
S. A. M'Kenzie	14¼ "	£150 Ψ annum	Porter; Station-master	£175 Ψ annum, and house.	do. do. Burwood	Indifferently. This officer is an old servant, and his increasing age must be taken into account.
A. Moodie.....	17 "	£200 "	Issuer of Stores; Station-master	do.	do. do. Homebush	Efficiently.
W. Simpson	4½ "	£2 9s. Ψ week	Stoker; Pointsman; Station-master	£120 Ψ annum, and house.	do. do. Haslem's Creek	Satisfactorily.
J. Higgs	16 "	£2 14s. "	Porter; Head Porter; Station-master	£200 Ψ annum, and house.	do. do. Parramatta Junction	Very efficiently.
J. Morton.....						
S. E. Crook	9 "	£1 16s. "	Porter; Parcels Porter; Guard; Station-master	£132 10s. Ψ ann., and house.	do. do. Fairfield	Fairly.

Name.	Length of Service.	Pay when entering.	How engaged since entering.	Present Pay.	Nature of present Duties.	How performed.
G. Davis	8 years...	£1 16s. 7 week	Parcels Clerk; Goods Clerk; Station-master	£175 7 annum and house.	Station-master, Liverpool; responsible for books, accounts, and work of station generally.	In this case, I beg to refer to previous reports, but for the last twelve months—as regards the performance of the work—there is nothing to complain of.
J. Bole	5 months	„ „	Parcels Porter	£1 16s. 7 week	Receives and delivers parcels, and keeps parcels books, Liverpool.	Satisfactorily.
W. Elyard	3 years...	£2 8s. „	Porter; Station-master; Head Porter	£2 8s. „	Head Porter's duties, and keeps goods books	Fairly.
P. Dwyer	16 „ „	£2 14s. „	Porter; Station-master	£200 7 annum and house.	Station-master, Campbelltown; responsible for books, accounts, and work of station generally.	Efficiently.
T. Pierce	1½ „ „	£1 19s. „	Goods Porter; Parcel Porter	£1 16s. 7 week	Receives and delivers parcels, and keeps parcel books, Campbelltown.	Fairly.
J. Beeston	9½ „ „	£150 7 annum	Station-master	£150 7 annum...	Station-master, Menangle, (duties as previously described)—See Campbelltown.	Fairly.
A. J. J. Warby .....	.....	.....	.....	.....	.....	.....
T. M. Giblin	6 „ „	£200 7 annum	Station-master	£200 7 annum...	„ „ Picton	Efficiently.
J. Byrne	10 „ „	£2 2s. 7 week	Porter; Pointsman; Parcels Porter	£2 2s. 7 week ..	Parcels Porter, Picton, (duties as described above)—See "T. Pierce."	Satisfactorily.
J. Shanahans	10 „ „	„ „	Porter; Head Porter	£2 8s. „	Porter's duties, and keeps goods books	„
G. T. Roberts	5 „ „	„ „	Probationer; Station-master	£150 7 annum...	Station-master, Mittagong—(See description for Picton).	„
J. Foody	4½ „ „	£1 16s. „	Porter	£2 2s. 7 week...	Porter, and assists in keeping goods books	Fairly.
J. O. Bradley	3 years...	£2 8s. „	Parcels Porter; Clerk; Station-master	£120 7 annum and house.	Station-master, Bowral—(See previous description for Station-master).	Satisfactorily.
T. Parkes	6½ „ „	£1 10s. „	Asst. Station-master; Parcels Porter; Station-master	£150 „	Station-master, Sutton Forest	Fairly; often suffers from bad health.
W. Jarvis	12½ „ „	£2 2s. „	Porter; Guard; Ticket Collector; Station-master...	£150 „	Station-master, Marulan—(See previous description for Station-master).	Satisfactorily.
T. Norman	4½ „ „	£1 16s. „	Porter; Clerk; Station-master	£250 „	Station-master, Goulburn—(See previous description for Station-master).	Efficiently.
R. R. Ewen	12½ „ „	£150 7 annum	Clerk, Public Works; Clerk, Railway Audit Office; Book-keeper in Store; Goods Clerk.	£200 7 annum...	In charge of all goods books and accounts; and receives all goods moneys, Goulburn.	Most efficiently.
R. Dunn	3½ „ „	£2 2s. 7 week	Junior Clerk	£2 2s. 7 week ...	Junior Clerk, goods office, Goulburn	Satisfactorily.
G. R. Sotheren	3½ „ „	£75 7 annum	Junior Clerk in Railway Store; Accountant's Office; Permanent Way Branch; Traffic Manager's Office; Relieving Station Clerk; Parcels Clerk.	£2 14s. „	Parcel Clerk, Goulburn; in charge of Parcels Office and books.	Indifferently.
E. Woodgate	15½ „ „	£180 „	Clerk in Accountant's Office; Station-master	£200 7 annum and £50 house allowance.	Station-master, Parramatta—(See previous description for Station-master).	Most efficiently.
J. Drewe	2½ „ „	£1 7 week ...	Telegraph Clerk; Station Clerk	£2 2s. 7 week ...	Assistant Clerk, Parramatta; keeps goods books and assists booking.	Efficiently.
G. Woodall	12½ „ „	£2 2s. „	Porter; Gatekeeper; Porter in charge; Station-master.	£120 7 annum and house.	In charge of Seven Hills Station—(See previous description for Station-master).	Satisfactorily.

Name.	Length of Service.	Pay when entering.	How engaged since entering.	Present Pay.	Nature of present Duties.	How performed.
J. Collins	15 years...	£2 2s. Ψ week	Porter; Head Porter; Station-master.....	£200 Ψ annum and house.	Station-master, Blacktown—(See previous description for Station-master).	Very efficiently.
S. Pass	6 "	£1 5s. "	Junior Clerk; Parcel Clerk; Station-master	£132 10s. "	Station-master, Rooty Hill, do,	Satisfactorily.
J. Watsford	7 "	£1 10s. "	Clerk; Relieving Station-master; Station-master ...	£125 "	Station-master, South Creek. do.	Efficiently.
T. Brown	2 "	£1 10s. "	Porter; Acting Station-master	£1 16s. Ψ week	Acting Station-master, Penrith. do.	Satisfactorily.
W. Morrison	21 $\frac{1}{2}$ "	£2 2s. "	Porter; Parcels Porter	£2 2s. "	Parcels Porter, Penrith—(See previous descriptions).	"
J. G. Bissett	31 $\frac{1}{2}$ "	£2 8s. "	Porter; Porter in charge	£2 1s. "	Porter in charge of Emu Plains Station, books, &c.	"
J. E. Muir	8 "	£1 16s. "	Porter; Porter in charge	£2 8s. Ψ week and house.	" Blue Mountains	"
M. A. Hornidge	51 $\frac{1}{2}$ "	£2 "	Junior Clerk; Goods Clerk; Clerk in Traffic Manager's Office; Relieving Station-master; Station-master.	£175 Ψ annum and house.	Station-master, Mount Victoria—(See previous descriptions).	Efficiently.
T. M'Coy	6 $\frac{1}{2}$ "	£2 2s. "	Issuing stores; Clerk in store; Station-master	£150 Ψ annum...	" Bowenfels. do.	"
J. B. Goold	141 $\frac{1}{2}$ "	£150 Ψ annum	Goods Clerk; Storekeeper; Station-master.....	£250 " and house.	" Wallerawang. do.	Most efficiently.
H. C. Stiles	41 $\frac{1}{2}$ "	£2 2s. Ψ week	Goods Clerk	£2 8s. Ψ week ...	In charge of goods books, and receives moneys, Wallerawang.	Satisfactorily at present.
W. Lackey	1 "	£1 19s. "	Junior Clerk.....	£1 19s. "	Assistant in Goods Office, Wallerawang	Fairly.
J. Thomson	21 $\frac{1}{2}$ "	£2 2s. "	Porter; Parcels Porter; Clerk in Traffic Manager's Office; Relieving Station-master; Station-master.	£150 Ψ annum and house.	Station-master, Rydal—(See previous descriptions).	Efficiently.
J. M. Middleton	16 $\frac{1}{2}$ "	£150 Ψ annum	Station-master	£250 "	" Macquarie Plains. do.	Efficiently.
T. Foley	5 $\frac{1}{2}$ "	£1 10s. Ψ week	Parcel Porter; Clerk; Goods Clerk	£2 8s. Ψ week ...	Acting Goods Clerk, Macquarie Plains—(See description for Goods Clerk, Goulburn).	Satisfactorily.
F. G. Smith	1 "	£1 19s. "	Junior Clerk; Clerk in Goods Office	£2 2s. "	Assisting Goods Clerk, Macquarie Plains.....	"
G. Evans	6 $\frac{1}{2}$ "	£1 16s. "	Porter; Station-master	£150 Ψ annum...	Station-master, Raglan—(See previous description for Station-master).	Efficiently.
J. Titterton	4 $\frac{1}{2}$ "	£1 16s. "	Parcel Porter; Clerk; Station-master.....	£120 Ψ annum and house.	Station-master, Riverstone. do.	Fairly.
G. R. Henson	61 $\frac{1}{2}$ "	£1 16s. "	Porter; Shunter; Pointsman; Signalman; Guard; Station-master.	£120 "	Station-master, Mulgrave. do.	Satisfactorily.
D. Scotland	6 "	£2 8s. "	Clerk; Station-master	£200 "	Station-master, Windsor. do.	Efficiently.
C. Morris	8 $\frac{1}{2}$ "	£2 2s. "	Goods Clerk; Station-master	£150 "	Station-master, Richmond. do.	"

No. 3.

Mr. Sutherland's Evidence.

On the subject of his not interfering in the dismissal of men. Question No. 549, page 25.

At Mr. Sutherland's request, I have obtained the following evidence in the case of the dismissal of Carr and Irvine.—JOHN RAE.

*Mr. Charles Paull gives the following information :—*I recollect a man Carr being dismissed. I was present in the Traffic Manager's office. I had orders from the Traffic Manager to bring Carr to meet the Minister at 10 o'clock. I did so. Mr. Sutherland was present. Mr. Moody said there was a man at Petersham wished to get away for a few days, and he wanted Carr to take his place. Carr declined to go, pleading bad health; and I was instructed by Mr. Moody to suspend him, which I did before he appealed to Mr. Sutherland. Carr said to Mr. Sutherland he thought it was inhuman in Mr. Moody to send him to Petersham, as he was not able to make a fire and cook for himself, and it might be the death of him. I went away and heard no more till I got notice from Mr. Moody to call on Carr and inform him that he was to be dismissed after a week's notice, which I did. He threatened to appeal to Mr. Sutherland. I remember being called before Mr. Sutherland in the Traffic Manager's office to answer for a charge of insubordination on my part. On a Wednesday night (the day of Mr. Moody's return from the north) a man came to my house stating that Mr. Parkes had sent him to get a few lines from Mr. Moody, or myself in his absence, to say whether he could be capable of fulfilling the duties of porter in the goods department. I told him I did not like to do so, but as Mr. Moody would be in bed, I, being afraid of offending Mr. Parkes, gave him a few lines, stating that I believed Mr. Giles would be competent to perform the duties. Next morning I was sent for by Traffic Manager. He read this note and asked me how dare I do such a thing. I told him that if I had done wrong it was through ignorance and I hoped he would forgive me and such a thing would not occur again. He said it was an act of insubordination and if he did his duty he ought to suspend me; that it was disgraceful on my part to have done it, and I was never to speak to him again, except on business, and in writing. I was brought before Mr. Sutherland in the Traffic Manager's office. Mr. Moody said this is a letter I had sent to Mr. Parkes—it was a thing he meant to put down—writing to Ministers. Mr. Sutherland said as this matter has not been brought before me in writing I shall not interfere between the Traffic Manager and Mr. Paull, but I believe Mr. Paull will not fall into a similar error again.

I have been several times in the Traffic Manager's office when I have heard Mr. Sutherland distinctly refuse to interfere between the Traffic Manager and the men, stating that if the men are not satisfied with the decision of the Traffic Manager they can appeal to the Minister, in writing, who would then deal with their case.

CHARLES PAULL,
Foreman, Goods Department,
19/4/73.

Mr. Higgs' Statement.

I REMEMBER a lamp-cleaner of the name of Christopher Irvine being dismissed by the Traffic Manager, when I was acting as Station-master at Redfern Station. I recollect Mr. Sutherland being in the Traffic Manager's Office when Irvine was called in with reference to his dismissal. Irvine was complaining sorely of the treatment he had received from the Manager, and wished the Minister to interfere and reinstate him. The Minister declined to interfere, unless Irvine appealed in the usual course, through the Traffic Manager; and added that, if it was found Mr. Moody had done wrong by dismissing him, he would deal with Mr. Moody the same as with any man on the line. Mr. Moody stated that Irvine had informed him that he was a detective, and not fit to have any command over men. Irvine asked Mr. Moody for a letter of recommendation written by Lord Belmore. Mr. Moody acknowledged that he had such a letter, but declined to give it up, stating it was a private document. Mr. Sutherland asked Irvine if it was true that he had told Mr. Moody that he was more fit for a detective than to have charge of men. Irvine acknowledged that he had done so, but not until he was unjustly dismissed and Mr. Moody declined to return him Lord Belmore's letter of recommendation. Mr. Sutherland replied that whatever the provocation, this was an act of insubordination; and he declined to interfere in the matter. Irvine was accordingly dismissed by Mr. Moody, and is not now in the Service.

JOHN HIGGS,
Assistant Traffic Manager, G.N.R.,
19/4/73.

*Christopher Irvine states :—*I recollect being called into the Traffic Manager's Office about September last. I may state that the day previous Mr. Moody came on the platform and said I must go to Macquarie Plains. I told him I was in such a position that I could not see how I could go. He replied, "You must go—you have got my orders." Then I said, "If it's imperative that I must go I have an option which I must exercise by sending in a week's notice to leave." He said, "Oh! very well that's understood, and walked off." This was before dinner-time. I told Mr. Higgs I should send in my resignation at once. Immediately after dinner Mr. Higgs informed me the Traffic Manager wanted to see me. I went over with Mr. Higgs and saw him. Mr. Moody said, "Mr. Irvine, I have thought over what I spoke to you about this morning,

and as you have taken no notice of the matter, you are now dismissed—not suspended, but dismissed.” “Oh,” I said, “that’s very extraordinary. A few minutes ago it was arranged that I should send in a week’s notice, and now you tell me I am dismissed; that’s very strange. As you think fit to dismiss me, will you return Lord Belmore’s letter?” “Certainly not,” he replied. I told him I should appeal to Mr. Sutherland before I should accept dismissal. He said he did not care for Mr. Sutherland, or any one else; he would have no one to dictate to him. I asked him if he had power to dismiss me. He said, “Yes.” He repeated he would be master here. Up to this time my language and demeanour were quite respectful, and always had been while I was in the Service. Then I told him, “It’s an old adage, Mr. Moody: Put a beggar on horseback and he will ride to the devil,” being irritated at his refusal to give up Lord Belmore’s letter and my unjustifiable dismissal. I told him at the same time that in the way he was going on if he got plenty of rope he would hang himself in six months. He then sent for a policeman to give me into custody; the policeman came, but was too wise to interfere.

I said to Mr. Moody that he was more fit for his old office of detective or lock-up-keeper at Castle-maine. When I first went on the Railway, Lord Belmore spoke to Mr. Byrnes and gave me a letter to Mr. Moody. I had been nearly 4 years clerk in the London and North-western Railway Manager’s Office. Mr. Moody said I must go into the goods-shed for a few days, and I must not kill myself working, and the first vacant clerkship I should have. He added, “I dare say there will be a row in the House among the Members, but I do not care a bit for that. I will flash Lord Belmore’s letter in their face, and they cannot say I have not appointed a respectable man.” I appealed to Mr. Sutherland the same day, and saw him the following morning. He asked me to meet him on the following day at the Traffic Manager’s Office, which I did. Mr. Moody brought several charges against me which had no foundation, as Mr. Moody knew—

1st. That I was ashamed to appear in uniform.

2nd. He remarked—“These gentlemen labourers will never do”; though I was never reprimanded, and was always spoken highly of by those in authority over me.

3rd. That I kicked up a hubbub among the men about the wages.

Mr. Sutherland turned on me, and said I had done entirely wrong—that if I had any grievance I should have made application in the usual way, through Mr. Higgs. I told Mr. Sutherland that was precisely what I had done. He (Mr. Sutherland) turned to Mr. Moody and said, “I never saw this application.” Mr. Moody said he thought it too trumpery an affair to bring before him, although Mr. Moody told me distinctly that he had brought the matter before the Minister, and he would do nothing for me. When I called on Mr. Sutherland, at the Traffic Manager’s Office, he asked me if it was true that I had told Mr. Moody he was only fit for a detective. I said, “Yes; but not until I was dismissed, and Moody refused to return my letters.” Mr. Sutherland said, “If you said so I can do nothing for you, as I must maintain the discipline of the Department.”

C. IRVINE,
19 April, 1873.

RAILWAYS OF NEW SOUTH WALES.

STATEMENT of Working Expenses for the years 1864 to 1872 inclusive.

Year.	Average miles worked.	Working Expenses.	Cost for Working Expenses per mile open.	Permanent-way Maintenance per mile open.
1864	126½	£ 103,714	£ 820	£ 267·99
1865	143	108,926	761	212·65
1866	143	106,229	743	189·39
1867	175	117,324	670	155·32
1868	225	144,200	641	133·34
1869	269	176,362	655	150·52
1870	329	206,003	626	176·32
1871	350	197,065	563	174·74
1872	384	207,917	541	161·40

22 April, 1873.

JOHN RAE,
Commissioner for Railways.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

P A T E N T S ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
14 *March*, 1873.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 8. TUESDAY, 19 NOVEMBER, 1872.

12. PATENTS :—Mr. Burns moved, pursuant to *amended* Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the Law in reference to Patents, with a view to the amendment thereof.
 - (2.) That such Committee consist of Mr. Innes, Mr. Allen, Mr. W. C. Browne, Mr. Teece, Mr. Lee, Mr. Cunneen, Mr. Combes, Mr. Tunks, Mr. Wearne, and the Mover.
- Debate ensued.
Question put and passed.
-

VOTES No. 65. FRIDAY, 14 MARCH, 1873.

3. PATENTS :—Mr. Burns, as Chairman, brought up a 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 19th November, 1872, together with Appendix.
Ordered to be printed.
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1872-3.

PATENTS.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 19th November, 1872, *with power to send for persons and papers,—to inquire into and report upon the Law in reference to Patents, with a view to the amendment thereof,—*beg to report to your Honorable House :—

1. That the law is in an unsatisfactory state, and should be amended with as little delay as practicable, in order that a more exact and less expensive process than at present prevails for investigating and determining upon applications for Patents may be adopted.

2. That the fees, and all charges connected with Patents, ought to be fixed at rates no more than sufficient to cover the expense actually necessary for providing protection to inventors, and should also bear relation to the time for which the Patents are to remain in force.

3. That the system of Provisional Registration ought to be introduced.

4. That all business, and particularly records, connected with Patents, ought to be entrusted to an officer of the Government, who should be easily accessible to the public.

5. That the assimilation of the Patent Laws of the Colonies is to be desired.

Your Committee are also of opinion that various suggestions made by the witnesses, and to be found in the evidence, as to matters of detail, are deserving of consideration.

J. F. BURNS,
Chairman.

No. 2 Committee Room,
Sydney, 11th March, 1873.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 29 NOVEMBER, 1872.

MEMBERS PRESENT :—

Mr. Burns,	|	Mr. W. C. Browne,
Mr. Combes,	|	Mr. Lee.

Mr. Burns called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.
Committee deliberated.

Ordered,—That H. Halloran, Esq. be summoned to give evidence next meeting.

[Adjourned until Tuesday next, at *Twelve* o'clock.]

TUESDAY, 3 DECEMBER, 1872.

In the absence of a Quorum, the meeting called for this day lapsed.

FRIDAY, 6 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Cunneen,	|	Mr. Wearne,
	|	Mr. W. C. Browne.

Henry Halloran, Esq. (*Under Secretary, Colonial Secretary's Department*), called in and examined.
Witness withdrew.

H. W. Cooper, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That John Musson, Esq., and F. Beer, Esq., M.D., be summoned to give evidence next meeting.

[Adjourned until Tuesday next, at *half-past Eleven* o'clock.]

TUESDAY, 10 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Teece,		Mr. W. C. Browne.
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F. Beer, Esq., M.D. called in and examined.

Witness withdrew.

John Musson, Esq. called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That John Williams, Esq. be summoned to give evidence next meeting.

[Adjourned until Friday next, at *half-past Eleven* o'clock.]

FRIDAY, 13 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Combes,	|	Mr. Cunneen,
	|	Mr. W. C. Browne.

W. F. Gibson, Esq. (*Sydney Mint*), called in and examined.

Witness withdrew.

John Williams, Esq. (*Crown Solicitor*), called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Captain Mann and Professor Watt be summoned to give evidence next meeting.

[Adjourned until Thursday next, at *half-past Eleven* o'clock.]

THURSDAY,

THURSDAY, 19 DECEMBER, 1872.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Combes, | Mr. W. C. Browne.

Professor Charles Watt called in and examined.

Witness withdrew.

Captain G. K. Mann called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 23 JANUARY, 1873.

In consequence of the Sitting of the House, of the 22nd instant, not having been concluded at the time appointed for the meeting of the Committee this day, no meeting could be held.

THURSDAY, 27 FEBRUARY, 1873.

In the absence of a Quorum, the meeting called for this day lapsed.

FRIDAY, 7 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Lee, | Mr. Cunneen,
Mr. Wearne.

G. Milner Stephen, Esq. called in and examined.

Witness *produced* Patents taken out in the Colonies of Victoria and Queensland, and *handed in* copy of a letter, relative to the Patent Law, addressed by him to the Delegates of the Australian Colonies. (*Vide Appendix B.*)

Witness withdrew.

Committee deliberated.

[Adjourned until Tuesday next, at *half-past Three* o'clock. Then to consider Report.]

TUESDAY, 11 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Burns in the Chair.

Mr. Tunks, | Mr. Teece,
Mr. Lee, | Mr. Wearne,
Mr. Cunneen, | Mr. Combes.

Chairman submitted Draft Report. Same read 1° then 2° paragraph by paragraph.

Motion made (*Mr. Cunneen*), and *Question*,—That the Draft Report of the Chairman be the Report of this Committee,—*put* and *passed*.

Chairman to report to the House.

LIST OF WITNESSES.

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1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

PATENTS.

FRIDAY, 6 DECEMBER, 1872.

Present:—

MR. W. C. BROWNE, | MR. CUNNEEN,
MR. WEARNE.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Henry Halloran, Esq., called in and examined:—

1. *Chairman.*] You are the Principal Under Secretary? Yes.
2. You are aware I think of the object of this Committee,—that it has reference to the patent law of the Colony? Yes, I understand that from the summons I received.
3. Can you explain the process under which patents are obtained in the Colony? Officially?
4. Yes? Under the patent law which was passed in 1852, any person the author of an invention pays into the Treasury the sum of £20. He sends with that a petition asking for letters patent, and covering, as a rule, a written specification, and diagrams or plans illustrative of the invention. That petition, with its accompanying documents, is referred to a Board consisting of two persons, named or approved by the Colonial Secretary, for their report. These gentlemen make a report, after due investigation I presume. If they report that there is no objection, or if they recommend that letters patent be issued, the approval of the Governor and the Executive Council is taken on a recommendation from the Colonial Secretary that such letters patent do issue.
5. That is the usual official course pursued? That is the usual official course, supposing there is no objection—no defect.
6. Do you know on what matters the parties to whom the reference is made are called upon to report? Upon the novelty, the originality of the invention, as claimed in the petition.
7. Do you know what steps (if any) are taken to give notice to persons who may have conflicting claims, to enable them to lodge objections to the granting of the patent applied for? We are not aware of the existence of any conflicting claims, nor can we suppose that conflicting claims exist, because the applicant, who pays his £20, makes a statement in the petition that *he* is the originator of the invention.
8. Has it never occurred to you that it would be desirable to have some means of advertising the public before the patents are issued? We act entirely according to the law. You ask my opinion?
9. Decidedly; not as to the law? Yes, I think it would.
10. It would be an improvement if some means were taken to notify the public of the different applications, and that time should be given to persons who have claims to come forward and prove them? It would be desirable, I have not the slightest doubt. I think that is the practice in Victoria. I have seen notices of the kind in the Victorian Gazette.
11. Are you aware that the law in Queensland at the time of separation was the same as it is here, and that an Act has since been passed in that Colony providing for provisional registration? I am not aware. I have not seen the Act.
12. Do you think it desirable that the law should be so amended as that protection should be given for some limited period, until investigation should take place with regard to conflicting claims for patents? I think so. That is what is called "provisional registration."

H. Halloran,
Esq.

6 Dec., 1872.

- H. Halloran, Esq.
6 Dec., 1872.
13. Has it ever occurred to you that the fees charged in the first instance on applications for patents in this Colony are too high? The Legislature has fixed by law that the fees should be so much.
14. Irrespective of the law, do you think that they are too high? I do not know that I do.
15. Do you not think that it would be an improvement to make the fees progressive—to make the first fee a low one, and increase the fees from time to time, as persons who take out patents should from time to time have opportunity to determine their commercial value? You mean a smaller fee for provisional registration, which might never result in a patent being issued?
16. That is one point I should like to have considered. Suppose that after provisional registration a patent is issued—would it not be better that the first fee should be lower, and that after time had been allowed to determine the commercial value of the patent another fee should be given? That is, the patent would cost £20, we will say, and you suggest that the applicant should pay £10 for provisional registration, and £10 at some subsequent period?
17. Yes? But how are you to get it from him?
18. The patent would be subject to charges from time to time. Are you acquainted with the law in Victoria? I am not. It is a very lengthy Act.
19. *Mr. Cunneen.*] When the plans and specifications of patents are lodged, what are the duties of the Commissioners or officers who are to report upon them? To report would of course imply investigation. The gentlemen to whom these applications are referred are generally scientific men.
20. What would be the object to which they would direct their attention? They would report as to the originality of the thing desired by the applicant to have patented.
21. Would their investigation be a protection against the plagiarizing of any person's ideas? I should think the Supreme Court would soon determine that. If I take out a patent and you attempt to make use of my invention, I should proceed against you in the Supreme Court.
22. I suppose the officer who examines the patent and specification inquires whether it is really original? I think so. I believe in the fidelity of the persons to whom we refer. They are professional men generally; sometimes they are business men.
23. How are they compensated? They get three guineas each.
24. For each investigation? For investigation on each patent. If they report adversely, the balance of the £20 is returned to the petitioner, who thus does not lose the whole amount.
25. Are the gentlemen who report paid out of the £20? They are paid out of the £20. The Crown Solicitor gets £5 10s. 6d., the Solicitor General gets £5, the Solicitor General's clerk gets £1, and I think about £2 remain in the Treasury to the good.
26. *Mr. W. C. Browne.*] What duty does the Crown Solicitor undertake in this matter? He prepares the letters of registration.
27. And the Solicitor General? He peruses and approves the draft letters of registration.
28. And the clerk? The clerk gets £1 also.
29. Do you not consider these fees exorbitant? I do not know that I can pass an opinion on that point. They have been fixed, I suppose, by sufficient authority.
30. In your opinion, would you consider them exorbitant? Professional men like to be paid high fees.
31. Do you think that the duties are of so arduous a character that it is necessary to compensate them so highly? I do not think that professional men look upon five guineas as a high fee.
32. All these fees are deducted from the £20? All these fees are deducted from the £20. The Government does not pay—it is the individual.
33. If the applicant is not successful? All is returned to him except the £6 6s., which go to the two persons who report adversely. The balance is returned to him.
34. Could you suggest any means which would be less expensive to the applicant than the present method? Any cheaper method than the application to the Crown Solicitor, the Solicitor General, and the Solicitor General's clerk?—I should say that if the sum paid were £10 only, according to law, their rates of remuneration must be reduced one-half. The way to make the fees less in amount is to make the sum paid by the individual less. £20 does seem a large sum; but the patent which the individual takes out may put a fortune into his pocket, or, on the other hand, he may lose the whole amount of £20.
35. Have you heard any complaints from the outside public of these exorbitant charges? I do not think so, not even where the applicants have failed. Where they succeed, they often find that the patent is of no commercial value.
36. *Mr. Wearne.*] How many patents are taken out annually? I have not looked to that. I could not tell you now, but I will let you know. (*See Appendix A.*)
37. *Chairman.*] Where are the plans and specifications lodged after the patents are issued, or in the first instance, when they are applied for? I think they are with us.
38. In the Office of the Colonial Secretary? Yes, until we send them to the Government Printer, by whom they are published. There are two or three volumes of colonial patents published already.
39. Do you not think that the plan which they have in Victoria of having an officer to look after these matters, and a place where the public can gain information, would be desirable here? I did not know that they had that in Victoria, but I do not see what the public would have to do with these matters, other than the individuals who take out the patents.
40. Would it not be desirable where a patent was first applied for, that any person having an interest in the matter should be able to go to some office where they could examine the specification and lodge objections to the granting of the patent if they thought fit, before the patent was issued? Then you would also afford them an opportunity of making themselves masters of the property of another individual.
41. But that could not arise if the applicant had provisional registration? Certainly not, if he had provisional registration.
42. Have you known any instance in your experience where a patent was refused? Yes.
43. How long have you been Principal Under Secretary? Since January, 1866.
44. Within that time how many applicants do you think have been refused? I cannot say. Not very many. I think half a dozen would be the full number.
45. Are any other fees charged besides the £20? The law admits of nothing more being charged in the first instance.
46. None of this is carried forward to the Revenue of the Country? Yes, there is a small balance; I think it is nearly two pounds out of the twenty.

SELECT COMMITTEE ON PATENTS.

47. *Mr. Wearne.*] Who appoints the persons to whom the patents are referred? The Colonial Secretary H. Halloran, Esq.
 48. Approves? He nominates.
 49. The Colonial Secretary does not necessarily nominate the same persons as a Board to report upon each patent? No, not the same Board. A gentleman may understand perfectly well the principles of chemistry, for instance, who may not understand another matter such as architecture. Having looked at the scale of charges, I think £2 3s. 6d. is what remains out of the £20. 6 Dec., 1872.

H. W. Cooper, Esq., called in and examined:—

50. *Chairman.*] You are Managing Clerk for Messrs. Allen, Bowden, and Allen? Yes. H. W. Cooper, Esq.
 51. You have had a good deal of business to transact in connection with taking out patents for that firm? I have had a considerable amount of business of that kind. 6 Dec., 1872.
 52. Has the question of the amendment of the law in reference to patents come under your consideration? I have not considered it fully. I certainly have considered it in one point of view, which I will name to the Committee directly.
 53. You are aware of the process which has to be gone through now to obtain a patent? Yes.
 54. Do you think it would be an improvement of the law if we had here the same system which prevails in Victoria, in Queensland, in New Zealand,—that of giving provisional registration? I think that that is decidedly the best plan; it would be an improvement on the system which obtains here.
 55. That is, giving protection for a time until the application for the patent has been investigated? Quite so. I am aware of the difference between the law of this Colony and that of Victoria and Queensland.
 56. Do you think that it would be an improvement also that time should be given, and that a notice should be given of the different applications for patents, so that persons having any counter-claim might come in and lodge it? If the original applicant is fully protected by registration, I think it would be advisable that some such plan should be adopted.
 57. Do you think it very inexpedient that matters of this kind should be referred to a Board which is not in the habit of advertising in the first instance notice of the application for a patent? It is decidedly objectionable. I can refer the Committee to an instance within my own knowledge, showing how badly the present practice works.
 58. Perhaps you would state the instance to illustrate the principle? The names of the parties I need not mention. A client of Messrs. Allen, Bowden, and Allen, had a person in his employment for a considerable length of time to whom he paid skilled wages; and during the time of his employment the employer suggested an improvement in his particular manufacture, and after some consideration it occurred to him that the object he had in view could be accomplished in a particular manner. He employed this skilled workman to make the necessary machinery. The thing was completed sufficiently to test its practicability. The principle of the invention originated with the employer; the workman was only employed to carry it out. When the employer was away from Sydney, an application for a patent was sent in by the servant for the invention which had been suggested by the employer, and carried out in his time and with his own money and materials.
 59. In a case of that kind the patent could only be set aside by action in the Supreme Court? Yes, and I will point out the peculiar hardship of that case. It came to the knowledge of the employer that the application for a patent had been made. We, as his solicitors, set out the facts in a petition to His Excellency the Governor, requesting that he would refer it to the Committee to whom the original petition had been referred. That was done, but the Committee entertained some doubts as to whether they could enter into the question of conflicting rights at all; and after some hesitation, the question was referred to the Crown Law Officers. The Solicitor General gave it as his opinion that inasmuch as the original applicant had sent in a petition stating that he was the author and designer of the invention, and had deposited the £20 in the Treasury, the Committee to whom it was referred could do nothing but report whether or not the specification disclosed an invention which could be registered. The report was made and the patent granted.
 60. It was granted to the original applicant? It was granted to the original applicant, although not the inventor.
 61. That could have been obviated if there had been power to investigate the matter and to deal with it on its merits? Quite so.
 62. If registration had been only provisional that could not have happened? No.
 63. Has it appeared to you that there should be some officer whose special business it should be to take charge of specifications for patents, and to afford information to the public with reference to them? I understand that duplicates of all letters of registration containing specifications and plans, where they admit of it, are filed in the Prothonotary's Office now, and any person requiring to see them can do so. The practice is that an applicant for a patent sends in a petition. He has one specification and one set of drawings enclosed. He has a second specification and set of drawings, which, upon intimation that the patent is granted, are generally sent to the Crown Solicitor's Office, who annexes them to the letters themselves. The duplicate is filed in the Prothonotary's Office. The Act requires that that shall be done within three days after letters of registration are granted, and, as a matter of convenience, the solicitors generally allow one of the clerks in the Crown Solicitor's Office to do that for them. They generally pay him a fee. So far as regards the public, every petition granted may now be seen in the Prothonotary's Office.
 64. Who is the party who has charge of them? One of the clerks in the Prothonotary's Office.
 65. Have you considered whether the fees paid in the first instance are not too high for a man of moderate means? Yes, considering that many of the patents are really of no value. It seems to me that a small fee for provisional registration would meet the fairness of the case, and an increased fee when the patent was granted.
 66. Do you think it would be a proper thing to have a progressive scale, according to the term of the patent? Considering that the patent is for the exclusive benefit of the patentee, I think there should be a progressive scale. If it is considered right to grant patents, of course there should be some corresponding benefit to the public in the shape of fees, which go into the Revenue.

- H. W. Cooper, Esq.,
6 Dec., 1872.
67. Are you aware what fees are paid to the Crown Law Officers and others for the examination of patents? No, I cannot tell at all. I know that when £20 are paid into the Treasury no portion ever comes back. I have always understood that each of the gentlemen to whom the matter is referred receives three guineas, and as to the rest we never hear of it. We generally pay an additional fee of two guineas for registration.
68. *Mr. Wearne.*] You say that it costs two guineas? The two guineas is a matter for which I consider the solicitors are to some extent responsible. They pay it rather than jeopardize the patent, which might not otherwise be registered within the time limited for that purpose.
69. *Chairman.*] Are you aware that the Solicitor General and the Crown Solicitor receive each a fee of £5? Not until I heard it mentioned in this House.
70. Can you see any necessity for those large fees to those gentlemen? Certainly not. I should think it was part of their official duty to issue the letters of registration, and the remuneration for doing it should be included in their official salaries, especially as the work is done during office hours.
71. I think you have been many years with Messrs. Allen, Bowden, and Allen—Have you known many instances where patents were refused? None in which I have been concerned; they have all been granted.
72. *Mr. Wearne.*] From your experience, what alteration would you make in the law as it now stands? I should not like to answer that question at present; it would involve a considerable amount of consideration. The question of patents is one of great difficulty; it has been for some time past before the public in England; and without having my attention specially turned to the subject, I should not like to venture an opinion beyond what may be gathered from the evidence I have already given.
73. *Chairman.*] You are aware that there has been no legislation on the subject in this Colony since 1852? There is but the one Act.
74. Has your attention been directed to the fact that in Queensland, where the same law existed as that which prevails in this Colony, they have felt it necessary to pass an Act giving provisional registration? Yes.
75. That was passed in 1867? That is so.

TUESDAY, 10 DECEMBER, 1872.

Present:—

MR. W. C. BROWNE, | MR. TEECE.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Frederick Beer, Esq., M.D., C.D., and O.D., called in and examined:—

- F. Beer, Esq.,
M.D., C.D.,
and O.D.,
10 Dec., 1872.
76. *Chairman.*] You are aware of the object of this Committee? Yes.
77. I understand you take some interest in the law with reference to patents? I do.
78. Do you think the patent law of this Colony is susceptible of amendment? I think it requires a great deal of amendment.
79. What amendments would you suggest? I think there should be a radical alteration in the mode of proceeding for obtaining patents. Instead of having to pay at once a high entrance fee, as it may be called, I think the first payment should be fixed at a minimum, the greater portion of the payment being deferred until such time as the inventor had had an opportunity of bringing out his invention.
80. Are the fees now payable too high? A great deal too high, paid, as they are now, the whole at once. I do not say they would be too high if the payment were spread over a period sufficient to allow the inventor to reap some profit.
81. Are you aware of the scale of fees in Victoria? Not precisely; I think the first payment is the same as in Tasmania—£5.
82. They amount to £7 or £8 altogether, I think, within the first two years? I think that would be reasonable.
83. Have you any objection to the principle on which patents are now issued? Yes, because it appears that once you have made your specification you cannot alter it, and if you are not yourself well skilled in such work, or have it drawn up a hand well skilled in it, you may be floored, as I have been in my very first patent.
84. I believe you have taken out some patents? I have four, and one has been under consideration these six months which is worth all the others put together.
85. You think the system that prevails here of issuing a patent, after application, upon the report of two persons, to whom it is referred, without any publicity, is a bad one? Very bad. Perhaps the system is more to be complained of than the payment.
86. Are you in favour of provisional registration—giving protection for a provisional period until the invention is examined? Yes, I think that would be a great step, and notice of any such application for provisional registration should be given, not only in this Colony, but in other Colonies and at Home; that would be a protection to the inventor; whereas now, by the time you get your patent and bring it into notice, which gives great labour and trouble, the thing has gone afloat, and may appear in some other Colony under a different guise, with perhaps some little improvement. I think also there should be an alteration of the law with regard to the examining of patents. Instead of handing them over to what they call experts, there should be an Examiner of Patents, who should have a competent knowledge of several branches of science; he ought to be well versed in natural philosophy, organic and inorganic chemistry, and in the principles of the natural sciences.
87. One man could hardly have sufficient knowledge for such an office—for instance, what would a chemist know about mechanics? He might call in assistance when he required it; but if a man is properly and liberally educated, no branch of science should be quite dead to him.
88. How would you have the patent determined upon? On its principles.
89. By whom? By a judge who is capable of doing it. As it is now, you go to the Colonial Secretary's Office, and the Under Secretary probably recommends certain persons to be the Examiners, and he may select two wrong persons. The first requirement is that the Examiners should understand the nature of the invention.

90. You condemn the present system of examining—How would you have the patents examined before they are issued? By as competent a person as could be got for the office of Examiner of Patents, and in any case in which he did not think himself competent to decide alone, he could call for the assistance of one or two persons whom he might think qualified to help him on the points in question. I believe the great facility with which patents are granted is a great fault, because it gives no guarantee that the invention is worth a cent; on the other hand, if it were carefully examined and people had a kind of moral guarantee that the granting of the patent implied that it was worth something, it would be a great advantage to the inventor, and help him very much to bring his invention into notice. The inventor is not usually flush of money, and by the time he has paid the cost of trials and experiments, and the £22 which is demanded for the patent, he is completely left without means, and not able to bring out his invention. His great difficulty is to find some one to help him to bring it before the public, who are wholly ignorant of it, and he has to teach them and make them understand its value. Persons who might be disposed to come forward with pecuniary assistance will not do so, because they cannot trust their own senses or judgment, and the inventor is perhaps for years unable to do anything; but if the patent from the Government were a guarantee that the principle of the invention was correct and worth something, then the self-interest of capitalists, who are always on the look-out to catch hold of something good, would induce them to assist in bringing out the invention and making it a practical success. As it is, the inventor suffers discouragement in every direction, and the Country loses by it.

F. Beer, Esq.,
M.D., C.D.,
and O.D.

10 Dec., 1872.

91. Would you be in favour of notice being given to the public of any application for a patent, before the patent was granted? Yes; I would have an office open to the public where all patents and applications for patents should be registered in such a way that every one might be able to see their nature—not only a register of patents in this Colony, but from the other Colonies, and from England, America, and other Countries.

92. Supposing there were an office like that, it would involve some expense; would not that have to come from the patents issued? The first fees should be sufficient to cover that; £5 would be quite sufficient as a first payment. I would give notice of all patents to the Governments of other Countries,—France, Germany, England, America, and other places where they have Patent Offices, so that if an application for a similar invention had been previously lodged, the fact might be known, or that anybody subsequently applying for the same principle might find that a patent had been already issued.

93. *Mr. Browne.*] You are familiar with the whole process of obtaining patents for New South Wales, I presume? Yes.

94. Are you of opinion that the present fees are too high? To commence with, yes.

95. Could you suggest to the Committee any means by which the present method of obtaining patents would be rendered less expensive? I do not see why the Crown Solicitor should have ten guineas for putting the seal on the document, when he is already well paid.

96. Are you aware what are the duties of the Crown Solicitor and Solicitor General in reference to patents? The application is laid before Examiners to see whether it should be recommended to the Executive, and when it is approved the applicant gets notice that the Crown Solicitor has received orders to issue letters of registration, and then you must pay two guineas more within three days; it is first £20 to the Colonial Treasury, and when you get notice it is two guineas more for registration at the Supreme Court; and out of the whole money the Crown Solicitor gets ten guineas, while the Examiner gets only three guineas.

97. The Crown Solicitor has very little to do with it? Besides inserting the title, he puts the patent in the press to put the seal on it, the same as he would copy a letter, as I believe.

98. Do I understand that when you say the Examiner of Patents should be familiar with organic and inorganic chemistry, you mean that he should be familiar with these sciences on account of the applications for patents for compound preparations—patent medicines and so on? Yes, preserves, pickles, any process for the preparation of leather, &c., or anything involving a knowledge of chemistry. He should also have a thorough knowledge of physics; for example, of hydraulics, pneumatics, optics, acoustics—in fact, of all of the natural and exact sciences. Some of these patents may be very simple, but others require a knowledge of several subjects.

99. Do you think the fees, from the number of applicants that apply during the year, would be sufficient to pay this Examiner? They may not; but I would not make it a matter of revenue; I think, as a general rule, the fees would cover the expenses.

100. The Patent Office, you think, ought to be entirely distinct from any other Office? Yes; and the models and drawings should be left in a museum. It might be attached to the Department of Mines, for the Patent Officer would be the best adviser to the poor miner, who is now too much in the hands of mere would-be engineers and iron-workers. Then the resources of the Country would be developed properly and economically, and there would not be so enormous a quantity of capital wasted as there is at present.

John Musson, Esq., called in and examined:—

101. *Chairman.*] You take an interest in the law of this Colony in reference to patents? I do.

102. I think you have taken out some patents yourself? I have taken out one, as attorney for another party.

J. Musson,
Esq.

10 Dec., 1872.

103. Will you tell us in what way you think the law of this Country might be amended? I think we should have provisional registration, and that the fees should be much lower than they are at present. The fee for provisional registration should be about £2; in Victoria it is £2 10s.; but I think £2 would be quite enough.

104. What are the advantages of provisional registration? It allows a person time to perfect an invention—to try it, in fact. If I am trying to perfect an invention at the present moment, I am employing persons who are liable to pirate that invention, and I lose the benefit of my exertions. Inventors are proverbially poor people, and therefore the fee should be small.

105. Are there any other advantages of provisional registration—for instance, should not time be afforded for the public to come in, after getting notice, and prove any better claim to the invention? Undoubtedly. I think the patent should be referred to a competent Examiner or officer appointed for the purpose.

106. Do you think one officer would be sufficient to inspect and report on applications? Yes, at present, quite so.

- J. Musson,
Esq.
10 Dec., 1872.
107. Do you think one officer would be better than a Board? You might have a Board to refer any special matter to.
108. You think there should be an official, I presume, whose business it should be to keep a register of all patents and give information? Yes, whose salary should have nothing to do with granting the patents; he should be altogether on salary, and receive no fees.
109. If the fees were reduced, do you think sufficient would be obtained from the patents to cover the salary of such an official and pay the expenses of the office? Yes, I think so. At first I do not think the duties would take the whole time of an official. There should be a suitable library with reference to patents.
110. Do you not think patents granted elsewhere should be registered here? Undoubtedly.
111. That would involve some expense? You already get the English and American patents, and the additional expense would be very trifling.
112. I presume there is a willingness on the part of Patent Offices to exchange their publications? Yes.
113. You have paid some attention to the patent laws of Victoria, Queensland, and New Zealand? Yes.
114. Is it the fact that inventors have more confidence in taking out patents in those Colonies than in New South Wales? In Victoria and New Zealand,—yes. The law of Queensland is similar to ours, except that it allows provisional protection on payment of a fee of £2. I have no hesitation in saying that a very large number of patents taken out here are pirated—patents which have been published elsewhere.
115. If time were allowed in each case, and notice given to the public of the application, that would not be the case? No.
116. Can you see any advantage to the public or to inventors from having applications referred to the Crown Law Officers? No. If it is a matter of law it might be referred, but as a rule I cannot see the advantage. If that is done, the applicant for the patent should pay the necessary fee.
117. If it is litigated? Yes. In Victoria there are fees put down for appointments with the Law Officers.
118. In cases where conflicting claims arise? Yes.
119. You are aware that in Victoria, in cases not contested, the fees at first—for the issue of a patent for the first two years—only amount to about £7 or £8? Not so much; on depositing the specification £2 10s., and on obtaining letters patent £2 10s. That is for the first three years. Before the expiration of the third year £15 must be paid. If the patent turns out to be good for anything it can well afford to pay £15.
120. You are in favour of this progressive scale? Yes.
121. You would not object to this fee—£15, at the end of the third year? I think it is heavy. The Act was passed eight years ago, and I think the fee is more than sufficient now to pay expenses. At the end of the seventh year there is an additional fee of £20. I think half these fees would be sufficient. No patent should be granted that has previously been published, unless, of course, to the patentee or his assigns. In Victoria I believe they claim that, although a patent has been granted and published elsewhere, they can take it afterwards. I am of opinion that that should not be allowed upon any consideration. For instance, if a person sees a published patent in England or the States, he should not be allowed to take it out in this Country.
122. You think the original patentee only should be allowed to do that? Yes; otherwise it would be a pirated patent. The intention of the law in Victoria was that it should not be allowed, but a person may state that he invented it at the same time as a person in England or America, and his statement cannot be disproved. I think the fact of a patent having been published elsewhere should be sufficient to prevent the granting of that patent to any one here, unless to the patentee or his assigns. I would also recommend that the Examiner or Patent Officer, in case of refusal of a patent, should be compelled to assign reasons and refer the party to any previous device. These grounds the applicant should be allowed opportunity to controvert and to require a second examination, and if on a second examination his claim should still be rejected, he should be allowed an appeal to a special Board or to the Supreme Court. Patents are sometimes of immense value, and this would be a safeguard against an unjust refusal. Then I would recommend that a patent should be granted to the *bonâ fide* inventor who first reduces his invention to practice, or first notifies the office by an application for a patent, as between two independent inventors he certainly deserves most credit and deserves the reward who first reduces his invention to a practical shape, and first gives the public an opportunity to use it. One man may conceive the idea of an invention and may yet require years before he may be able to reduce it to practice. You see I make a distinction between the man who merely conceives an idea and another who carries out the invention practically. The man who carries it out should be declared the true inventor. It is so now I believe in the States, but formerly it was quite the contrary. In Melbourne it is not so, and litigation has arisen on the point who was really first inventor.
123. Would not the first inventor, *primâ facie*, be the party who lodged the first application for a patent? Yes, I approve of that system. In some cases there may be hardship, but what is the use to the public of a man who invents an idea and does not carry it out?—The person who introduces the invention benefits the public. Another requisite is, that witnesses should be compelled to give evidence in contested cases in the same way as witnesses in the Supreme Court. Some people may not like to give evidence, but they should be compelled to do so in the interests of justice. I may mention that in America, according to the *Scientific American*, the fees for each caveat, 10 dollars; on filing an application for a patent for seventeen years, 15 dollars; on issuing original patent, 20 dollars; then, on application for the extension of the patent beyond seventeen years, 50 dollars; on granting the extension, 50 dollars. The new patent law of Canada makes the fee for five years, 20 dollars; for ten years, 40 dollars; fifteen years, 60 dollars. There is some very interesting information in *Engineering* about the number of patents granted for some years. In 1869, the number of applications in England was 3,786, and in the States, 19,251. I do not know whether the Committee have ever seen the patent papers from other Colonies. Here is a South Australian one (*produced*). It says distinctly that if the patent is not a new invention the document is of no use at all. Here is a New South Wales patent (*produced*). That invention has been patented in England, and in North and South America; but although it has passed in various parts of the world, it has to go through the same routine here as a new patent. I think it would be an immense advantage if the patent laws were alike in all the Colonies, for it is a very expensive thing now to take out a patent.

FRIDAY, 13 DECEMBER, 1872.

Present:—

MR. W. C. BROWNE, | MR. COMBES,
MR. CUNNEEN.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

William Frederick Gibson, Esq., called in and examined:—

124. *Chairman.*] You are employed in the Sydney Mint? Yes.
125. In what capacity? I am now Coiner; formerly I was Accountant.
126. Has your attention been called at all to the operation of the law in this Colony as to patents? Not as to the law, but as to the practice some years ago.
127. How long ago? About 1863 or 1864, when Captain Ward was Deputy Master of the Mint. I was then Registrar and Accountant to the Mint, and applications for patents were referred from the Colonial Secretary's Office to Captain Ward, to report with another Commissioner.
128. You are not aware of any change in the practice since then? No, I do not know anything at all about it now.
129. Will you state what was the practice then, so far as it came under your observation? The applicant's papers were sent on to Captain Ward, and some other person was selected to report with him. He was always one of the Commissioners, so far as I could understand. The Commissioners would examine into the matter, and having satisfied themselves, the application was granted or rejected, as the case might be. I have seen very few cases rejected.
130. It came under your observation that Captain Ward was often appointed one of the Examiners? Yes. There might be a great many others of whom I had no knowledge; but it appeared to me that Captain Ward was always one of the Commissioners for such patents as came to the Mint, which were only sent to the Mint because he was required to report thereon.
131. Do you know what steps the Commissioners took to determine whether a patent ought to be granted or not? I do not know. The thing appeared to me to be done off hand. But there might have been inquiry that I knew nothing of. The Commissioners might have met outside the Mint.
132. Did you ever know any instance in which these Commissioners reported against the application for a patent? I do not remember any; but it is long ago, and I cannot charge my memory accurately.
133. Has it occurred to you that the system was very loose and open to objection? It often struck me that the system was a curious one. In other words, I conceived that the plan adopted did not satisfy the inventor, if he was to be satisfied, that what he was seeking to patent had got a fair practical consideration. Necessarily so, because a man might understand one thing—a patent churn, for instance—and not know anything about a set of harness.
134. Do you think the interest of the public was sufficiently considered in giving patents in this loose kind of way? I do not know how far the public had to do with it; I thought it was a matter more for the inventor and the Government.
135. Did it not appear to you that there should be some opportunity afforded to persons who conceived that they had claims for the same patents, to come in and prove their claim? Certainly. It often struck me that a man might be infringing another's patent.
136. Has it occurred to you that notice should be given to the public in some way, in order to allow objectors to put forward their objections? Most decidedly.
137. Do you know what fees were paid to the Commissioners? Three guineas each, I think.
138. Do you not think the work performed by the Commissioners could be better performed by some responsible officer appointed by the Government to act as Examiner of Patents? I think it could be better done by employing a practical man, a manufacturer of a similar article, or one who would be likely to use it. For instance, I recollect a set of harness coming there, which was riveted. I might have my ideas about it, whether it was good or bad, but I should think my evidence would not be very conclusive, whereas if any two practical men, such as Mr. Woods, of the Omnibus Company, Mr. Binnie or Mr. Brush, manufacturers of such articles, reported upon it, it would give satisfaction to the inventor if they passed it, and very likely, if the invention gave evidence of practical usefulness, these men would give the Colony the benefit of it by bringing it into practical use.
139. Is it not the object of the inquiry by Commissioners chiefly to determine whether anybody else has a similar patent in existence? I do not think so; it appeared to me to be whether it was desirable to grant the patent or not.
140. Would not both these elements come into consideration? If that is the case, there should be a depository of plans of all other patents.
141. Do you not think there should be some office where intending patentees and other persons might get information? Yes.
142. *Mr. Combes.*] Did it occur to you that the applications for patents that came to the Mint to be reported on by Captain Ward, probably had some reference to the extraction of gold or other metals from minerals, or were patents having reference to some metallurgic process or mechanical means of reducing ores—something that Captain Ward in his capacity as Deputy Master of the Mint would have had some technical knowledge of? It did not strike me so; for instance, there was the case I have alluded to of a patent for harness.
143. As far as your knowledge goes, there was no preliminary examination of patent records to see whether the same invention had been patented before—whether in fact it was an invention or not? I do not know whether it was done elsewhere, but certainly not there.

W. F. Gibson,
Esq.
13 Dec., 1872.

John Williams, Esq., Crown Solicitor, called in and examined :—

John
Williams,
Esq.
13 Dec., 1872.

144. *Chairman.*] I may ask you, in general terms, whether your attention has been specially drawn to the Patent law in this Colony? Only so far as carrying out the present Act is concerned.
145. Has it occurred to you that the law might be amended with advantage? I cannot say I have paid any attention to that part of the subject.
146. Have you heard complaints made by patentees of the want of provisional registration? Yes.
147. Do you think it would be an advantage to have that kind of registration here as well as elsewhere? I am sure of it. I had an instance yesterday. A party came and informed me that he had an invention he was obliged to bring before the public at once, because somebody else had got hold of his notions and would bring it out. At the same time he said it would not be worth his while to apply for a patent if he could not provisionally register it. Had he been able to provisionally register it he would have done so yesterday, and then brought in proper plans in the ordinary way.
148. I suppose you are aware that provisional registration is the law in Victoria and Queensland? I believe it is.
149. I suppose you are familiar with the course pursued here in dealing with patents? I am.
150. Do you know what inquiry is made, as a preliminary matter, before the application is referred to Commissioners to report? No; it comes to me after it has been to the Commissioners. The process is this:—The applicant for a patent, or registration rather, sends in his petition and drawings, with a Treasury certificaté of his having paid £20, to the Colonial Secretary. That application is then referred to scientific persons, or persons supposed to have some special knowledge of the subject, for report; and upon their report coming in, the papers are sent to me to prepare the patent. That is the first time I see them.
151. What is the principal object of the reference to the Commissioners? That I do not know. I imagine it is to ascertain whether the idea is a new one, and one for which a patent ought to be granted.
152. Before the matter could be dealt with satisfactorily, there should be a preliminary inquiry as to whether any previous patent for the same idea had been granted or not? I have often so thought, but I do not see how it is practicable. There may be patents in other Colonies for the very same thing.
153. With regard to this Colony, I mean? I fancy the published reports would show that. I imagine the Commissioners have to inquire whether it appears to be a new invention or not.
154. Do you know where the records of patents are kept? In the Supreme Court.
155. Are they of easy reference? Very.
156. Are you aware of any cases in which applications for patents have been refused? No; if they are refused I should have no notice of them.
157. How many patents were granted last year? Only by reference to the books. About thirty, I think.
158. What takes place in your office in reference to the granting of patents? We look to see that the petition is regular, and accompanied by a receipt for the payment of the money, that the plans and specifications are annexed to it, and that it seems to be in form. If the applicant is acting under a power of attorney, or as assignee of the inventor, we have to see whether the power of attorney or the assignment is sufficient.
159. Is the draft of the patent submitted to the Crown Law Officers? It is submitted to the Solicitor General.
160. Do you see any necessity for that? It is usual in all cases where legal forms are concerned.
161. Are you aware that many inventors are men of moderate means, and can ill afford to be taxed for their inventions? I hardly think they are taxed for their inventions; they pay for the exclusive privilege of using their inventions.
162. Have you heard complaints of the fees? I have.
163. Would you be in favour of the fee, in the first instance, being very moderate, and afterwards increased when the inventor has had time to test his invention? I think you must take the fee when the patent is granted; when once the patent is granted, I do not see how you can get the fee. There ought to be a small fee for provisional registration, to continue for three or six months, and then, if the inventor thinks it worth while to take out a patent, I do not see why he should not pay the full patent fee. I think in the first instance the fee should be small.
164. I may tell you that in Victoria the fees are, on depositing plans and specifications £2 10s., on obtaining patent £2 10s., with a further fee before the expiration of the third year of £15, and before the expiration of the seventh year, £20. These fees are in cases where no objections are raised. Do you not think it would be better to have moderate fees like these? There would be no legal objection to following that plan. It is a mere question of expediency. I am not a disinterested witness on the subject, being interested in some of the fees myself.
165. Do you see any absolute necessity for reference of these patents to more than one lawyer? I think it is advisable. The fees are paid to the Attorney and Solicitor General at Home, and form in fact the main source of the Attorney General's income. The patent fees amount to a large sum there.
166. Do you think it would be advisable to have an officer whose special duty it should be to give information to the public concerning patents, and to investigate applications? I scarcely think the fees for the number of patents applied for would pay the expenses of such an officer, even with the present fees.
167. It might be made an adjunct to some other office? I should think not. An Examiner of Patents would have to be a man of singularly extensive knowledge; and unless he had had some scientific training in the matter to which the patent related, he would not be able to tell whether it was an infringement or not. In England these questions call for the highest class of scientific evidence.
168. Do you not think that before letters patent are issued there should be notice, published in the Press, of the application for a patent, so as to allow persons with conflicting claims to come in? With the system of provisional registration I think that ought to be done, but with the present system it would be impracticable.
169. *Mr. Combes.*] It appears from what you have said that you think there should be a preliminary process for provisional registration—Does it not also appear to you that, while useful to the inventor or his agent, it would also be a protection to the public, because if, during the term of provisional registration, it were found that the invention were not original the patent would not issue? Yes; or parties having prior inventions affected by the later one might object to it. If we had provisional registration with small fees, notice should be given of such provisional registration, and of the intention of the applicant to apply for complete registration.

170. *Mr. Cunneen.*] If any person's prior right is infringed by a patent granted under the present system, he can obtain a prohibition? Yes; if there are two patents granted which are in effect the same, the holder of the first can obtain a prohibition against the infringement of his rights by the second.

171. Does our patent law protect inventions patented in England? No; they have to register them here, I think. * I am not prepared to say, off-hand, how that is, but my impression is that an English patent does not protect them out here; I think patents granted in England are protected only in England.†

172. If a person in this Colony patents an invention here, is it protected in Victoria or the other Colonies? No; the inventor has to protect his invention by separate patents in each of the Colonies, if he wishes to do so.

173. Then the patent only protects the patented article in the Colony in which the patent is taken out? That is so.

174. Supposing an inventor here registers his invention under the Patent Act, but another person immediately goes to Melbourne and patents it there as an original invention, how would the inventor and patentee here be affected? I should imagine he could set aside the registration at Melbourne, because it ought to be registered by the first inventor or his assignee. It would be a false registration by a person professing to be the inventor who was not the inventor.

175. *Mr. Combes.*] You are aware that people apply for patents here without being the assignee or the inventor, and they still get the patents? I have heard of such cases, but I am not aware that the registration has ever been questioned.

John
Williams,
Esq.

13 Dec., 1872.

THURSDAY, 19 DECEMBER, 1872.

Present:—

MR. W. C. BROWNE,

MR. COMBES.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

Charles Watt, Esq., called in and examined:—

176. *Chairman.*] You are aware, I presume, of the object with which this Committee has been appointed? I have seen from the newspapers that the Committee has been appointed, but I cannot say that I am aware of the precise objects of its inquiry.

177. We have been appointed for the purpose of inquiring into the working of the existing Patent Law, with a view to recommending its amendment in such particulars as may be deemed necessary. Let me ask you first if you have ever taken out any patents? Yes, I have taken out one in this Country, and three in England. That is on my own account, but I have been much concerned for other persons in taking out patents both here and in England.

178. You have acted here in the taking out of patents? Yes, both here and at Home; but I may say that in this Colony I have acted more on the part of the Government than of the patentees in the matter of patents.

179. You have acted on behalf of the Government in cases where a patent has been applied for? Yes, in this Colony I have.

180. When you have entered upon these inquiries, have you read any circular setting forth the particular objects you would have to inquire into? No, nothing of the kind; simply a notification that the subject was referred to me and some other gentleman, to inquire into and report upon.

181. And then you and the other party to whom the subject has been referred have reported to the Government? Exactly.

182. Upon what points did you report? As to the novelty of the matter sought to be patented—in so far as we knew. I wish the Committee to understand that I desire to be very careful in any observations I make, because a very wide subject may be here opened up; and I may add that when I use the word novelty, I mean by that a thing not known to the Examiners to have been previously worked.

183. Here or elsewhere? No; not altogether in that wide sense. If you desire it, I can mention a case which will perfectly illustrate my meaning.

184. What are the means by which you ascertain whether or not the alleged discovery has been previously brought into operation? Here?

185. Yes, in this Colony? With reference to this Colony, all that we can do is to look over the patents which have been granted, and see by comparing them with the specification referred to us whether they are in any way infringed upon—that is the only way we have of dealing with the matter.

186. Where do they keep these records of patents previously granted? Up to the present time we have had a great deal of trouble in searching into these records. There is certainly not so much trouble now, but the arrangements might be better.

187. Who has them now? We have had to go to several offices before we could search them all. There are some of them at the Supreme Court, but they were not all to be seen there; then there were some at the Government Printing Office, and others in various offices.

188. There is no one office then dedicated to the purpose? No, there is no one office that I am aware of in which you can see them all.

189. Has there been no official whose special business it has been to hunt up information for the Examiners? No, not that I am aware of.

190. No special officer to whom this branch has been entrusted? No, I believe not.

191. It has been left to the Examiners to get through the business in the best way they could? Exactly.

192. Do you not think it would be desirable to have some such officer to have the custody of the papers and records, and to prepare information for the Examiners? Yes, the information ought to be capable of being obtained somehow in one office, without having to search in other places.

193.

* NOTE (on revision):—This was in reply to a question as to whether a patent granted in England extended to this Colony.

† ADDED (on revision):—In Godson and Burke on the Law of Patent and Copyright, page 134, the law upon this point is thus stated:—"The privileges derived from a patent take effect only in England, but if the Colonies are named therein then it extends to them, and on the form of patent given provision is made for including the Colonies by inserting these words—'and also within all our Colonies and plantations.'"

- C. Watt, Esq. 193. Your report, as an Examiner, would be, I presume, first, whether the object proposed to be patented was something new, and next whether it was a proper thing to have a patent granted? No, our report hardly takes so wide a range as that. We are called upon to recommend the prayer of the petitioner to be granted, or otherwise; but we are not expected to give any opinion as to its workable character. If the thing is new, we should have to report favourably, and a patent would be granted even though it were an utterly worthless discovery. We are not required to report upon the value of a supposed discovery in any way.
194. But you can easily understand that there are some things which it would not be proper to grant a patent for? Except in one way, I do not think that we should interfere, and that would be with reference to the wide claims so often set up by patentees; beyond this I do not think that we have any right to use our judgment as to the propriety of granting a patent; we are called upon to report on nothing beyond the novelty of the matter submitted to us.
195. And this novelty, as far as you have yet gone, has reference to this Colony alone? I may answer generally, yes, but that answer will require some qualification.
196. What opportunities are given to the public to lodge opposition to claims to patents, where such claims infringe upon the rights of others? None that I am aware of; it is left entirely to the Examiners to protect the public.
197. Do you not think it would be desirable to have something in the Patent Law to provide for provisional registration of a discovery? That is a very difficult subject,—one upon which there is a good deal of difference of opinion. Speaking in the light of my Home experience, I can say that it is a privilege which has been very much abused.
198. Is not that the case with all privileges—that they are all more or less abused? That is true, but this is one peculiarly liable to abuse. Possibly it may not be so much so here as in England; at the same time, at the present moment I should hardly be prepared to say whether it would be desirable to alter the law in this respect or not.
199. In this Colony do you not think it would be a benefit to the inventor if he could secure himself by registration whilst he was perfecting his invention? Yes, if you study the interest of the *bonâ fide* inventor and his alone, it would probably be an improvement. But the way in which this privilege is abused in England is this: there are persons there who make a trade of taking out patents, and the moment they find attention being drawn to any particular branch of industry a number of so-called inventions are provisionally registered so as to shut out the real inventors. They put in what they call inventions, renewing them year after year, so that when a real discovery is made, the discoverer finds himself impeded. Take for instance the manufacture of candles; when attention was drawn to the improvements in this manufacture, hundreds of patents were provisionally registered, to the great injury of men who were seriously engaged in perfecting improvements.
200. Would you not have a body of special instructions for the guidance of Examiners and the regulation of applications for patents? That would depend entirely upon how you framed your Patent Law in the first instance.
201. Would it not be an improvement to have such a code of regulations? No doubt it would.
202. Is it your opinion that it would be an improvement upon the present system if there were some publication of patents prior to the issue of letters of registration? The difficulty I see in the way of such a publication is that it would only have the effect of giving information to others, which, for the sake of the inventor, would be better kept quiet.
203. Are you aware that under the Patent Law of Victoria they publish in the public Press all notices of applications for patents? Yes, I am aware they do; and possibly it may be useful to a certain extent, but I do not think it would be found very beneficial. I know that it is not considered so in England, nor would it have much effect as regards the great body of the public; besides, in Victoria they only advertise in one or two papers, and very little attention is paid to the notices even if they are seen.
204. But do you not think it would be a protection to persons having counter-claims, since it would enable them to see what claims were being made? In that view it would be desirable to have a publication of some kind, but I think it ought only to be in the Patent Office, where it could be readily seen. I do not think that anything would be gained by advertising. Men who are inventors are generally engaged working hard at the perfection of their invention, and are consequently not likely to give up much of their time in looking over newspaper advertisements, whilst even if they did, the notices might be lost in the crowd of advertisements, and so never be seen by them.
205. Are you aware that after the Commissioners report, their report is referred to the Crown Law Officers? Yes, I have heard so.
206. Do you think that at all necessary—that after the subject has been referred to competent persons and decided upon, lawyers who know nothing of the matter should be referred to? It is not necessary as regards the substance of the patent; but with reference to the legal part of the business, only a lawyer can deal with that, as matters now stand; errors would creep in that would vitiate the patent, unless it were framed by a lawyer.
207. However, I presume you do not see any necessity for the large fees which are at present demanded? I have some difficulty in answering that question, from the fact that persons applying for patents show so large an amount of ignorance, not only of what they require, but of what is required from them. Their claims are frequently so obscure that you can scarcely make out what it is that they do claim. They have generally no knowledge of the Patent Law, and it is only with much difficulty that the Examiners can deal with them. They write out what they call a specification, which is frequently barely comprehensible, and after having done that they think that all they have to do is to claim everything which they can reach by any possible stretch of their application. This gives a great deal of difficulty to the Examiners, who have to sift over these widespread claims, and to decide which of them are tenable and which objectionable. This is the objection I have to any reduction of the fees. The applicants do not at all understand the law, and so throw a vast amount of needless trouble upon those who have to deal afterwards with the applications.
208. But is not all this trouble confined to the Commissioners—do they not decide upon the whole matter in the first instance? The way of it is this: if a patent is referred to me, I look over the specification, and I find at the end that there are some half a dozen claims made. When I come to consider these with reference to the specification of the subject, I perhaps only allow* two out of these six claims. So that you will see from this, the trouble we have had which the applicant ought not to have cast on us.

209.

* NOTE (on revision):—A portion of these claims, and then the subject is referred to the Crown Law Officers.

209. Exactly; and I am not speaking of the fees to the Commissioners; but according to your showing C. Watt, Esq. the whole matter is considered by the Commissioners, and their report shows clearly the extent to which the patent shall be issued. In that case, what necessity is there for the matter to be afterwards sent to a barrister? I can assure you that it is very necessary, for in the majority of cases it is actually difficult to pick out from the application and specification what the applicant means.

210. But that is dealt with by the Commissioners? No, they only report upon it; they do not touch it in any way, but only say what in their opinion may be granted.

211. They make clear what the man wants by saying what shall be granted? No; they report what they conceive he is entitled to.

212. Where is the difficulty in drawing out a patent in accordance with the opinion of the Commissioners—that opinion being clearly expressed? That is a matter on which I have a very strong opinion. These patents require to be very carefully worded, or they are next to useless to the patentees, especially in any matter of general manufacture where patents may become numerous. Take for instance the preservation of meat: the applications for patents for modes of preservation are very numerous and complex, and if they are not very carefully worded will be sure to be upset in a Court of law, and then all the benefit of the patent would be gone. Any person taking out a patent ought to have it in such form as to stand good in a Court of law, and he can only have this by its being drawn in proper form, and only a lawyer can so draw it.

213. Should there not be some competent officer attached to the Patent Office to do this? Yes, if you get a competent person; but only a lawyer could do it properly.

214. Has it not occurred to you that the fees charged here for patents are too high? It has occurred to me that where money enough is charged to secure the inventor, by giving to him a patent which, as at Home, shall be a proper document that will stand a contest in a Court of law, it will be better for him than to have a low charge and a document that is useless to him.

215. Then you think the Government do not charge too much? As far as the Examiners are concerned, we get three guineas for each patent we deal with, and I can assure you that, in the majority of cases, we do a very large amount of work for that amount.

216. You think that the Examiners do the principal work in this business? I do not wish to say that.

217. However I presume that you would be an advocate for moderate fees? Yes; and with reference to the drawing out of specifications—that is a thing which requires to be done with great care, as the whole value of the patent depends upon it. I have myself paid fifty guineas for drawing out the specification for a patent in England, so important is it considered there.

218. But in England they have a large number of patents, and they naturally become complicated—it is hardly so here? Our patents are the same here in matters in which we are interested. In meat-preserving, in quartz-crushing and the concentration of ores, there are a much larger number of patents than is generally believed. In England the patents are generally numerous; here they are numerous only in specific instances.

219. Would you recommend a scale of fees just sufficient to cover the charges of registration in the first instance, and then an additional fee if it is required to extend the registration, say after the first three years? Yes, I should certainly suggest that the registration should be extended if the patentee can show that he has not gained any remuneration from his patent within a certain time.

220. How long would you give in the first instance? That must depend entirely upon the nature of the subject of the patent. Some inventions may be of very great importance, and yet not be called into operation for some years after registration. At all events, as a general rule, if it were an original invention, I would grant a patent for seven years; if it were not worked within that time then the patent should expire; if it be worked, then I would allow it to continue on for another seven years, or for fourteen years in all.

221. You would make the patentee turn his discovery to account or forfeit his patent? Yes, within a reasonable time.

222. For the protection of the public, should he not be compelled to make his patent available? Yes, it should be worked by somebody, or the patent should lapse, otherwise the patent laws would become a very serious obstruction to improvement.

223. Then, as I understand you, you are in favour of an amendment of the present law, so as to admit of provisional registration, and of the appointment of a person to have charge of the Patent Office, as well for the benefit of the Commissioners as of the public? Yes, I consider the latter a most important matter for consideration.

224. And the fees for registration ought not to be more than the actual cost entailed on the Government? The fees would have in that case to depend entirely upon the nature of the claim registered. Some of these, as I have mentioned, involve an immense amount of trouble and consequently expense.

225. Do you think that other Patent Offices would be willing to exchange with ours copies of their records and other documents? Yes; not their specifications, for they are very voluminous, but their records they would. A great deal however would depend upon whether in amending the patent law it would be so framed as to have reference to the patents of other Countries. This will be a matter well worthy of the consideration of the Committee, for some very curious things are done at present. A person some time since applied for a patent, having brought with him photographs of machinery employed in America, of which he could not in any way claim to be the inventor, and did not apply as agent of the inventor.

226. You would make a distinction between those patents which have been in existence in other Countries and new discoveries made in the Colony? Yes, I think it quite possible and even desirable to give two classes of registration; one to the introducer, not acting as agent for any inventor, in regard to some modification of a patent particularly adapting it to this Country, and the other to the *bonâ fide* inventor.

227. Would you not have a registration for discoveries made in other Countries? Yes, if they were registered here within a certain period after the foreign registration. In England you were required to take out a patent for Scotland and Ireland within six months of registering for England, or else the patent would not be granted for those parts of the Empire.

228. Have you any more suggestions to offer on this subject? I am exceedingly anxious that something should be done to improve the present state of things, but the subject is a very difficult one to deal with; there is no Country having a Patent Law in which that law has not been objected to.

229. Do you not know that the Patent Law in Victoria has worked well? I have heard the reverse.

230. Do not persons generally say that it does? No, I have never heard the real *bonâ fide* inventor make such an observation.

C. Watt, Esq. 231. Do you know that in Queensland they have a system of provisional registration? Yes; and if it is not abused, no doubt provisional registration is a very good thing; but it is so likely to fall into abuse; and then it becomes irksome, more especially to the real inventor. In my opinion, the greatest safeguard we could have for our patents would be the establishment and recognition of legitimate patent agents, as in England. My experience of some of the persons who now draw out the specifications for patents originating in this Colony is that they are either mere visionaries, or perfectly ignorant of the matters with which they are dealing; that they make their claims so wide that it is scarcely possible that they could stand good in a Court of law. There was one man recently sent in a specification for a patent, and he included in it and in his drawing everything connected with the matter, right down to the poker. He laid claim to all contained in his specification and drawings.

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232. The Government, however, could hardly interfere in this manner? No, they need not interfere. If a good law were established I believe it would give rise to the occupation of Patent Agents, who would make it their business to draw out these specifications in a proper manner, and in that case they would come before the Examiners in a way that would give very little trouble; whilst they would prevent many needless applications. Such applications are sometimes made, and I may mention the case of a person who fancied that he might take out a patent for crushing seeds the produce of this Country, although the same seeds have been crushed in other Countries in the same way for years past. The seeds being the produce of the Country led him to believe that he was entitled to a patent. There are many similar things which have occurred in my experience. The persons do not know how to apply the law, so that a good Patent Agent, knowing the law and the whole course of procedure, would save expense to applicants and trouble to the Patent Office.

233. Over what time has your experience of the Patent Law in this Colony extended? About twelve or fourteen years.

234. During that time how many cases do you think that you have dealt with? I have no record with me to show the number of cases. They came very uncertainly and irregularly, and I have besides had several rehearings referred to me.

235. Is there no record kept? Not that I am aware of; and as to getting at the number, I cannot speak as to what the other Examiners have done, whilst I cannot even give a guess as to the number of cases I have dealt with myself.

236. Can you give us any idea as to the number of applications you have refused during the time you have been Examiner? I cannot say positively, but there may have been some four or five; but until recently there were very few applications—not more than one coming to me on the average in six months.

237. The other Examiners have also refused applications? I believe so. They, I suppose, would be something about the same.

238. What is about the average number of patents applied for yearly? That I could not say, for until recently the number was very small; latterly, however, they have increased so much as to throw out all calculation, and besides that I have been doing double duty in the absence of Professor Smith.

239. The great increase of mining business in the Colony has probably given a great impetus to the applications for patents? Yes, the majority of the applications which have come before me lately have been connected with that and meat-preserving.

240. *Mr. W. C. Browne.*] Have you any other suggestions to offer? I would merely say that if the patent is not worked within a certain number of years after registration, it ought to be regarded as expired; at the same time I would reserve to the patentee the right of extending the period of his patent, in cases where he has worked it and spent money over it without getting a fair return for his outlay. I had a case of that kind in England, where a patent was obtained for the manufacture of manures, and was renewed, I believe, to seven years, after having been originally granted for fourteen years, on the ground that the patent was a valuable discovery, and the patentee had not been remunerated for his outlay and discovery. Then I am in favour of collecting all the patents in one Patent Office, where a list should be put up of every patent that has been granted in the Colony, adding the new patents to the list every three months, so that all persons might be posted up in them to the most recent date. These lists should also be printed, because manuscript does not catch the eye so well as printed documents, especially in the case of uneducated people. Every facility ought to be given for searching the records of the Patent Office.

241. How many of the patents in this Colony are for original discoveries? Some of them are, but the great bulk of them are merely introductions to this Country of discoveries made elsewhere. That was one of the difficulties the Examiners had in the first instance; they did not know what was meant by the word "new." A thing might be perfectly new in this Colony, and yet it might have been used in France, for instance, for the last five or six years.

242. So that you decided to refer the word "new" to the Country in which you lived? Yes, with some reservations.

243. And in consequence of the law being so indefinite great confusion has been caused? That is the great difficulty, with regard to patents, all over the world—the finding out what is new. It is so much a difficulty that men who have thought much over the subject, with a view to amendment, hardly know how to remedy it.

244. Is there then no remedy for it? Everything must depend altogether upon the clear ideas of the persons who constitute the Board, and in the drawing out of the specification. Another thing is, that I would recommend the taking of a declaration from the person bringing in a claim for a patent—either that he is the real inventor or that he is the agent of the inventor.

245. *Chairman.*] Have you anything further to add to your evidence? Yes. It has often struck me, with regard to the Examiners, that as they are appointed as a Board, and that as two of them usually sit to decide upon an application for a patent, it might happen, in the case of a difficult inquiry, that there may be a difference of opinion, by which the interest of the applicants may be jeopardized, or at all events retarded. It has struck me that the inventor might be allowed to appoint a third person, recognized by the Government, to stand in the position of the inventor before the Board, and to give such explanations as might be required to make the matter clear.

246. Would you have him to act as umpire in the event of a difference of opinion? No, only to point out and explain matters in connection with the application, which the applicant himself may not have the ability to do.

247. How is it now if the Examiners do not agree? I have not known a case. They would, I presume, report to the Government that they could not agree.

248. If such a provision were made as that which you suggest, a decision would be come to by a majority? C. Watt, Esq.
I do not desire that I should wish him to stand in such a position as to be able to give the Examiners all possible information relative to the patent. Differences of opinion may arise solely from the applications not being properly understood, so that they are read different ways by different Examiners, and I would wish to prevent that sort of thing, and have the inventor's case fairly before the Board. It would, at all events, have the effect of preventing him from fancying that he was unfairly treated.

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249. If the Examiners do not agree, what happens then? Then I suppose the Government would reappoint Examiners.

250. And should they do the same? That would possibly be a difficulty. It would however be prevented by what I suggest; for if the inventor were allowed to come in by his agent to explain by some acknowledged scientific authority what the discovery of the applicant really was, there would remain then only the question of novelty to be decided, and there would be very little chance of difference of opinion when once the thing was understood. A scientific man would be able at once to appreciate the difficulty of the Board, and to offer explanations in a way that the inventor might not be able to do, and that would be appreciable by the Examiners.

Capt. G. K. Mann called in and examined:—

251. *Chairman.*] I believe that you have been one of the Commissioners appointed by the Government to report upon applications for patents? I have been.

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252. Could you tell us the actual course pursued by the Commissioners in dealing with these applications? The application is referred to two gentlemen, who then appoint a day for meeting. At the meeting the specification, drawings, and all matters pertaining to the application are carefully gone into. Search is then made, if necessary, for the purpose of ascertaining whether the alleged discovery is a veritable new invention. If there is no doubt about the matter, or if after examination it becomes apparent that the discovery is a new one, the application is recommended for registration in the Colony, in accordance with the provisions of the Act.

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253. Have you, within your experience, found any difficulty in getting all the requisite information relative to prior registration, so as to enable you to deal with applications satisfactorily? I think there is room for improvement in this respect. There might be greater facilities given for reference to prior registrations. I can hardly say that there is any actual difficulty about looking through the registrations, but there is no doubt that it takes a certain amount of research. In cases where the Examiners desire to satisfy themselves by research, the great difficulty I have always felt has been to assure myself that my search through the records has been definite and complete—as to whether I may not have left something behind me unexamined. That is what I have sometimes felt. But generally, with regard to the patents taken out in the Colony, we have not found much difficulty in coming to a conclusion.

254. In what way has the difficulty arisen? It has arisen in most cases from the indefinite form in which the specifications and claims have been put before us in the first instance.

255. Would it not be an advantage if there were a proper officer appointed to take charge of the records of the office, and to be in a position to put before the Examiners all necessary information relative to previous patents? Yes. If there were such an officer, and the registration were so conducted as to be perfect, with a view to put all these matters fairly and completely before the Examiners the reports would necessarily be more satisfactory. In order to lay my views as clearly as possible before the Committee, I had drawn up a paper embodying my ideas as to what alterations and amendments were required in the existing law. That I have unfortunately mislaid, and I the more regret it as this very point was touched upon. If the registration were perfect, so that we might be sure that we had everything before us in making our inquiries, and if the specifications and claims were made in some prescribed form so as to free them from doubt, the difficulties we now experience would be, to a very great extent, removed. The specifications ought to be accompanied by distinct claims, as one of our main difficulties now arises from the very obscure manner in which the claims are made.

256. Upon what matters have the Commissioners to report—is it solely as to the propriety of registration? Our duty is to see that the application does not infringe upon any previous patent; to take care that a registration is not granted for some means or appliance in general use; and also, to inquire and determine whether the applicant is the original inventor, or the agent or assignee of the inventor, or whether he may not, in fact, be pirating the invention of some other person. The Act certainly does not specify very clearly what are our duties in this respect, but we have always gone into these points. One of the difficulties we have met with arises from this very branch of the inquiry; since, when the party has sent in his papers, and they have not been accompanied by any power of attorney from the inventor, or some sufficient information to guide us, we have occasionally doubts as to whether the applicant is the real inventor or only the agent of the inventor. All these points require settling by the adoption of some distinct form.

257. You think it would be an improvement if applicants were bound in the first instance to declare in their application whether they were the inventors, or the agents of the inventors? Yes, in such cases as might be necessary. It would not be necessary in every case, because the agent might put in his application accompanied by such documents in the shape of power of attorney or authority as would render a declaration unnecessary. In the majority of cases, however, it is necessary that it should be clearly set out whether the applicant is the original inventor, or whether he is the agent or assignee of the inventor, accompanying his statement with the necessary legal documents, or in their absence with a declaration.

258. Are you an advocate for giving public notice of all applications for patents? No.

259. Not by public advertisement? No, not at all.

260. Would it, in your opinion, be an improvement on the existing law if parties requiring a patent should be allowed to take out provisional registration? It would.

261. And then that public notice should be given of all such applications before they are dealt with by the Commissioners.—If all such claims were advertised in some newspaper or in the Government Gazette, parties who conceived that they had patent rights which would be infringed by the application could come before the Commissioners and contest the application? I am not clear upon that point; I do not think that by advertising you would gain the end which you desire to reach; you might do so at times; but as a general rule I do not think you would.

262. Are you aware that in Victoria they do this? I understand that such is the system pursued.

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263. And you think the law here requires improvements in some respects? Decidedly so.
264. Will you be good enough to state in what directions you would recommend the improvements to be made? I have reduced my remarks to writing, and with the permission of the Committee will read them. (*Witness reads document. See Addendum.*)
265. I find from this document that you are in favour of the registration being provisional, in the first instance, for one year? Yes; with power to renew at the end of each year, to the extent of three years.
266. Do you think it would be desirable that the fees in the first instance should be moderate,—fixed at an amount just sufficient to cover the outlay of the Government in examination and registration? Yes, that is the principle upon which the provisional registration should be based.
267. Then, for the extension beyond the one year, there should be an additional fee? Yes, I think there should be a gradually increasing fee after the first year, increasing yearly for each year afterwards.
268. Do you think there should be another fee charged at the end of the three years? Yes, I would have the provisional registration extendable for three years, but there should be an increasing fee for each renewal.
269. About what amount would you recommend for the fee? I should think £4, £5, and £6, for the provisional registration, for the first, second, and third year.
270. Are you aware that, under the present system, when you send in your report to the Government, that report is referred to the Crown Law Officers? Yes, I believe it is. I understand that the course pursued is to send the report to the Crown Law Officers, but whether they are empowered to interfere with or override our report I am not in a position to state.
271. Have you ever heard any complaints made at the expense attending the getting out of patents in the Colony? No; the only complaints I have heard have been as to the absence of all provision for provisional registration. The complaints have been, not so much as to the expense as to the fact that there is no intermediate course, and that parties are compelled to take out their patents at once, and pay all the fees there and then.
272. Do you think that there is any necessity for the intervention of lawyers after applications have been dealt with by gentlemen thoroughly understanding the subject? If provisional registration were allowed, and fixed forms were adopted, the intervention of lawyers would hardly be required.
273. Do you not think that there should be some officer of the Government to whom should be entrusted the duty of taking charge of the records of the office, and giving all necessary information to the Examiners and to the public? I think it would be a very desirable thing to have an officer of that description, in order to afford every facility for reference both to the Examiners and to the public generally.
274. Then you would like to see every application for a patent accompanied by a full specification and description? Yes; there should be a full specification and drawings, and what is more important, there should be a distinct claim. After the application is made by the inventor or his agents, there should follow the words,—“I claim” so and so; and the claim should be distinctly and unmistakably set out.
275. *Mr. Combes.*] That is the usual process in other Countries, I believe? It is.
276. *Chairman.*] All this could be done if there were a Government officer to supervise the applications? I believe so. It would save the Examiners a large amount of doubt, and would render the records of the office all the more serviceable to the public.
277. Do you think that other Patent Offices would exchange their records with those of the New South Wales Office? Yes, I think they would readily do so.
278. I think you mentioned, in the document you read, that you would issue the patent at once, without going through the form of provisional registration, in cases where there was no doubt? I would leave that optional to the applicant. I would allow him to apply for the permanent patent, or for provisional registration, just as he might think fit; so that if, on the examination of the application by the officers appointed to examine into it, it should appear that there was no doubt that there was a veritable invention, the Examiners should have the power of recommending the issue of a permanent registration.
279. At once? Yes.
280. That would necessitate his payment of the whole amount of the fees? It would be optional with him to take out permanent or provisional registration.
281. Why would you not make the registration provisional in all cases? Because if a man has made a really important discovery and wishes to secure it, he should be protected at once.
282. Would not provisional registration give him all the security he might require? Yes; but the provisional registration would be an extra expense, and an additional £2 or £3 is often a consideration with inventors. Where a discovery is certain, the sooner it is permanently protected the better. It is only in cases of doubt, when the value of a discovery, or where the discovery itself is doubtful, that provisional registration becomes of value.
283. Would you leave a discretionary power in the hands of the Commissioners as to the kind of registration to be granted? The Examiners should inquire as they do now, and should report whether it was an invention or an adaptation, and they should have discretionary power, where they find that a claim is not a veritable new invention or adaptation, to refuse the issue of a registration. All I propose is this, and that the system should be one of provisional registration, but that there should be an arrangement under which it should be open, under peculiar circumstances, to grant the issue of a direct patent at once without the preliminary form, if applied for.
284. *Mr. Combes.*] On the report of the Commissioners provisional registration ought to be granted at once? Yes, I think there ought to be nothing to come between their reports. There is another point, and that is as to the effect of registration, and the advantages it should entail. For my own part I lay great stress upon the desirability in this Colony of not allowing patents from other Countries to be registered here, except by the agents or assignees of the original discoverers; and then if such registration be not made within a reasonable time after the patent has been granted in such Country that the discovery should be regarded as public property. Here again another question arises, and that is, whether if such a rule be adopted it should apply to patents all over the world, or only to those patents taken out in the British Dominions.
285. And you would not issue permanent registration should a certain time elapse without the discovery being turned to profitable account? That is a matter that is being very much canvassed at Home at the present time. It is possible that a discovery may be one of very great importance, and yet, owing to a series of circumstances, it may not have been turned to account for two or three or more years. It would be unjust to refuse protection in such a case, so that the matter is a very difficult one to determine. There have been many instances of this kind under the Patent Laws at Home, and the only way of dealing with them is by leaving some discretionary power in the hands of the Examiners.

ADDENDUM.

All applications for provisional registration, for revision of specification and claims, or for permanent Letters Patent, to be referred to a Board of not less than two competent Examiners for report.

Provisional registration obtainable for one year, with power of renewal of same for a second and third year, on payment of a rateably increasing fee of say £4, £5, £6, subject to the report and recommendation of the Examiner.

Permanent registration or Letters Patent obtainable without provisionable registration, or at any time during current period of provisional registration, if applied for; and if recommended by the Examiners, in pursuance of such application, on payment of the permanent fee (say £20 in addition to any fee paid or payable for provisional registration), and on compliance with all required conditions.

Petition for registration, either for permanent, provisional, or revision of specification, to be accompanied by detailed specifications and drawings where applicable, such descriptions to conclude with a distinct claim or claims based upon specification, &c., &c.

Board of Examiners to determine as far as practicable—

1. Whether any similar patent or registration exists in the Colony or elsewhere.

2. Whether the claim or claims embrace any arrangement, process, machinery, or appliance already in use.

3. Whether all the provisions of the Act and Regulations have been complied with.

The Board of Examiners to report to the Government accordingly on the claim or claims, recommending or rejecting them *in whole or in part*, if found at variance or otherwise with required conditions.

Government to remunerate Members of the Board of Examiners by payment of a fee for each report.

Registration or patent to be granted in accordance with the report of the Board, and not without or before such examination and report.

Specifications, drawings, and claims lodged for provisional registration may be revised prior to or for permanent registration or patent, but not subsequently, on payment of provisional fee.

Inventions and discoveries registered or patented in any part of Her Majesty's Dominions, or under any Foreign Government, to be registerable in this Colony only by the original patentee, his assignees or duly authorized agents; such registration, &c., to be taken out within from date of such original registration or patent.

If not so registered or patented in the Colony, such inventions and discoveries to become public property, and may be generally used in the Colony, and cannot thenceforth be registered or patented in the Colony.

Government to appoint an officer to the charge of all records of patents or registrations, and as complete a library as practicable to be formed by the exchange of copies of published records with other Countries and Colonies.

Petitions for registration or patents to be accompanied by a duly certified declaration, or by powers of attorney or other satisfactory document, certifying that the applicant is either an original inventor, assignee, or legally authorized agent.

Capt.
G. K. Mann.
19 Dec., 1872.

FRIDAY, 7 MARCH, 1873.

Present:—

MR. CUNNEEN,

MR. LEE,

MR. WEARNE.

JOHN FITZGERALD BURNS, ESQ., IN THE CHAIR.

George Milner Stephen, Esq., Barrister-at-law, called in and examined:—

286. *Chairman.*] I believe you have taken some interest in the Patent Law of this Colony? Very much. G. M. Stephen, Esq.

I have taken out three patents in the three Colonies.

287. Will you be good enough to tell the Committee, as briefly as you can, in what way you think the Patent Law of this Colony might be amended with advantage? In answer to your question, if you will permit me, I will read a letter which I addressed to the Delegates at the recent Intercolonial Conference, from which you will gather my views on the main facts. The appointment of your Committee directed my attention to the subject, and, as I was well acquainted with the Ministers of the neighbouring Colonies, I thought that I ought not to lose the opportunity of bringing the matter under the notice of the Conference. I therefore wrote this letter to them, which, Mr. Budge informed me, the Conference took into consideration, and that they cordially concurred in it. Mr. Francis took upon himself the duty of promising to submit the matter to the Law Officers of his Government, with a view to the framing of a Bill to be sent down to each of the Colonies, in order that there might be uniform legislation on the subject, as I have suggested in this letter, which I will now read. (*Vide Appendix B.*) 7 March, 1873.

288. Are you aware what action was taken by Mr. Francis on your letter? I am informed by Mr. Budge that my letter was read, and that all the members of the Conference concurred in the propriety of joint action on the subject. And Mr. Francis said that, as they were greatly pressed for time, he would take the letter to Victoria and submit the matter to his Law Officers, with a view to having a Bill brought before the Legislature, a copy of which he would transmit to all the Colonies, in order that there might be uniform legislation. As showing the importance and the value of the subject, I thought the Committee would be pleased to see three patents I have myself taken out for my patent gold "cradle-amalgamator" and "hammer-battery." Our own Act is certainly the most liberal, because it grants the patent for *fourteen* years, and the one payment answers for all. The next most liberal law appears to be that which exists in Queensland, but under it my patent is granted only for *seven* years—a time which is altogether unremunerative. In these Colonies, where news does not travel fast—where parties have not the opportunity of seeing inventions—it is only by a very slow process that anything makes headway. Three years have rolled over since I took out this patent, and I have only sold one machine in Queensland. It wants time to develop itself. The next patent is one which was issued at Melbourne, on payment of about £20. It is granted for *fourteen* years; but within three years I have to pay a further sum of £15, and within seven years a further sum of £20.

289. *Mr. Cunneen.*] In addition to the first £20? Exactly.

290. *Chairman.*] That is in Victoria? Yes, in Victoria.

291. But you paid less in the first instance for your patent in Victoria than in Queensland? If I remember rightly, I made a preliminary payment of £2 for registration for a few weeks, and after that I had to pay £15 15s.

292. Have you considered the question of provisional registration? I think it is very important that there should be an opportunity given for provisional registration. It enables parties to ascertain whether they really are the first in the field or not; and, if they find that a patent has already been taken out for substantially the same thing, of course, as prudent men, they would desist from going on. If the patent is granted, all the expenses have to be paid. I had to pay £60 for the three patents I have taken out; the nominal

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nominal amount was £57, but a few guineas for extra fees brought the actual payments up to £60. Supposing, after I had taken out these patents, I had discovered that any other person had really patented the same idea, these patents would have become worthless; for all patents are "declared void" if you are not the first and original inventor. If there were a provisional registration, giving a sufficiently long time to make diligent inquiry, by searching the records of the different offices—and there ought to be a record of all the different patents taken out in the different Colonies sent interchangeably from each Colony to the other—inventors would then be able to ascertain whether they really were the first in the field, and whether it would be worth their while to proceed.

293. Do you see any necessity for the heavy expenses charged against inventors, or for the fees charged for legal advice about patents? Certainly not. There is one fee which I think is wholly thrown away, which is simply a legal extortion, and that is the fee paid to the Crown Solicitor.

294. The Attorney General receives a fee of £5 5s.? The Attorney General in England has from time immemorial made up his income largely by these fees. They are his principal emolument, and there are reasons for it. It is always supposed—and it is substantially done—that the Attorney General advises the Crown as to the propriety of issuing the patent; and there it issues direct from the Crown. In this Country also it is desirable that the Attorney General should receive a fee, but then he ought to do more for his money. In the neighbouring Colony of Victoria; the Attorney General calls upon the public, by notice in the Gazette—and there is a regular printed form for the purpose to be filled in—to show cause, if there be any, why a patent should not be granted to the applicant. That is a great protection to the public, and at the same time to the unfortunate inventor; who, if he finds that he is not the first in the field, at once withdraws any further application. It is a very judicious arrangement, and is something in the nature of a tribunal in the first instance to decide upon the matter. But here the Crown Solicitor has nothing in the world to do. Here is the printed form, from which the Committee will see that there is nothing whatever to be done, but to write in the name—"George Milner Stephen," with the description or name of the invention. Any clerk could do it. That is the whole duty which the Crown Solicitor performs. He is not even bound to register the patent at the Supreme Court, but as a matter of practice one of his clerks does perform that service, and parties willingly give a private fee to that gentleman of two guineas, in order to protect them from the risk of the patent not being properly registered in the time required by the Act. That is a fee paid by the consent of parties, and is not exacted by the officer; but the fee of five guineas to the Crown Solicitor is paid out of the £20 which you lodge in the first instance.

295. *Mr. Lee.*] It does not go to the Revenue? It does not go to the Revenue. I think a portion of the fee goes to the scientific gentlemen who examine into the matter. I do not remember whether the number of those who compose the tribunal is fixed by the Act, but the Examiners are not always judiciously selected.

296. *Chairman.*] What change would you recommend? I will illustrate the matter by a reference to a particular case. Two gentlemen, for whom I have the profoundest respect—both distinguished in their particular vocations—were appointed as Examiners. But the mind of one gentleman had been directed all his life to a particular branch of scientific knowledge—at least, so I should suppose from the great learning he displayed in it—quite apart from mechanical inventions, and yet he was one of the gentlemen chosen to say whether a particular contrivance was a good mechanical invention,—whether or not it deserved a patent. I think that the selection ought to be made another way. It is not doing justice to an inventor, unless he is allowed to have a voice, as it were, in some way in the tribunal. Examiners may, if they are grossly ignorant of the matter, give a decision in favour of every applicant; and, on the other hand, if they fancy they know too much, they may, by relying solely on their own judgment, err on the other side, and not do justice to the inventor's more immediate and direct, and therefore superior knowledge upon the point. I think it would be a fairer system if the Government were to appoint a scientific man, and place him at the head of the Patent Office. He should be, as it were, the President of a Board, one member of which should be appointed on his recommendation; as he ought to know the men in the community most competent to enter into any given subject, and he could recommend one name as Government nominee. And two names ought to be submitted to the Government by the inventor, from which one could be selected.

297. *Mr. Lee.*] Of what number does the Board of Examiners now consist? I think two; but I believe the number is quite optional with the Government. I have not looked at the Act, but I believe it is so.

298. *Chairman.*] But in practice the number has been two? In practice it has been two. I think you will see what I mean. Supposing a gentleman to be a great chemist,—to have spent all his life in studying the component parts of substances, and in trying experiments upon them, to find out how one chemical substance acts upon another—such a man could hardly be supposed to be "well versed" in the parts of a complicated machine.

299. I understand that you would be in favour of allowing the appointment of one of the Examiners, at all events, to be in the hands of the Government? Yes; under the recommendation of the head of the Patent Office, who ought to be a scientific man; and, of course, possessing a large acquaintance with the contents of his Books of Register.

300. And as to the appointment of the second? I would allow him to recommend the name or names for appointment to the Government, and I would allow the inventor to submit two names, from whom one should be taken as his *quasi* arbitrator. It should be rather in the nature of an arbitration. The public could not by any possibility lose anything if the sole desire were to protect their interests; because, if the invention is not *new*, the patent is worthless,—after all the ceremonies it may have gone through, and after it has received the great seal of the Colony. If it is a *new* invention, the inventor has a right to see that his interests are protected; and it is desirable, in order to secure his interests in his invention, that there should be present at the examination some one who has seen it, who has mastered it in all its details, and who can point out what are its advantages, if he has not the ability himself to do so.

301. Have you found from experience that there should be some one whose special business it would be to attend to all matters in connection with patents? Undoubtedly. It is a most important thing. A gentleman should be placed at the head of the Patent Office, who should be a man of diversified ability, having a practical knowledge, amongst other things, of machinery, and also, perhaps, of chemistry and other kindred sciences. And then, the next most important thing is to have an ample register of all the patents that have been granted in America (which is the most prolific Country on earth now for inventions), in England, and in the sister Colonies.

302. *Mr. Lee.*] But would not the system you have alluded to, the system you propose, involve the creation and support of an expensive establishment? The fee of £5 5s., now thrown away as a fee to the Crown Solicitor, would almost cover everything.

G. M.
Stephen, Esq.
7 Mar., 1873.

303. Would you appoint officers without salary? The salary should be based on that ratio. I think you could cut down all these expenses a good deal more. First of all, the Examiners receive a fee of £3 3s. each, and if the £6 6s. were divided between three, that would give a fee of £2 2s. to each of them, and then if the officer in charge of the Patent Office had the £5 5s. which is now paid to the Crown Solicitor, that would give him a total fee of £7 7s., which, with the fees received in his department, ought to go a long way to cover all expenses. That would, however, be keeping up to the inventor the expense of taking out patents, which I still submit ought to be cut down, even though the public purse had to pay for it.

304. *Chairman.*] Might not the officer in charge of the Patent Office have time to attend to other business? Certainly; his duties would not occupy all his time.

305. *Mr. Lee.*] Are you not of opinion that the law ought to be altered so as to lessen the present enormous charges? That ought to be a *sine qua non*. I may call attention to a passage in my letter, which, out of respect to your Committee, I did not send to the Press:—"And by promptly communicating the fact of each patent or provisional registration being issued to each of the other Colonies, in order to check processes of inventions just perfected, or on the eve of maturity." I will illustrate what I there refer to in this way. Recently a dispute took place on an application for a patent by the foreman of a factory. The master declared that he employed this foreman, as being a skilful mechanic, to try a series of experiments. The man carried out the experiments at the master's cost, and just as they appeared to terminate in a successful result, he rushed off and applied for the patent which his master had intended to take out. He was before the master, and when the master tried to upset the patent he could not do so—and so the foreman obtained the patent; whether rightly or wrongly, of course none of us can tell. But if my suggestion were embodied in legislation by this Parliament and the Parliaments of the other Colonies, the real inventor would be protected always. For instance, if a master has got an idea that a certain thing can be invented, all that he has to do is to try experiments up to a certain point, more or less remote from the final result, and the moment he finds that the thing is good, he can *provisionally register* it, making provision for any improvements he may effect while perfecting it. So that "provisional registration" would protect him from piracy. I was obliged actually to try experiments with my patent cradle before the public, and at no place could I get water enough excepting in front of the police office; hence I had scores of people around me whilst I was making experiments; and when any failures and so forth occurred, I had to turn round to my foreman and whisper to him at some distance from the crowd. If any clever man had seen the experiments then, he could have robbed me of the benefit of the invention, by going down to Melbourne and taking out a patent there, and I could not have prevented it. If I had known that I could have got a provisional registration in each of these Colonies, by the payment of a couple of guineas, I would have obtained it with the greatest pleasure, to protect myself from being robbed.

306. *Mr. Lee.*] Is your patent in anything like general use in the Colony? A number of them have been sent into different parts; and where the machines fall into good hands, very gratifying reports reach me from the owners of them. When they fall into bad hands, the parties cannot make them a success adequate to their expectations; but in other places they have been proved to be eminently successful. I may say also, that in drawing attention to existing evils in the Patent Laws, which I have done rather forcibly in that letter, you will observe that I have endeavoured to point out (and you, gentlemen, will probably point out in your Report, if you agree in opinion), that as soon as an inventor has obtained his letters patent, and his invention is proved to be a good thing in the Countries of Europe, it is taken up by tens of thousands; while in the Colonies we have never more than a few scores of persons to buy a patented article, so that there is no adequate reward to the inventor in the Colony.

307. *Chairman.*] You mean that the inventor has a much more limited community to appeal to? Yes; and the only way that the Parliament can make it up to him is by letting him have an extended term.

308. And by making the expense of the patent no more than is sufficient to afford the necessary protection to the inventor? That is all; and yet going a little way towards meeting the expense of keeping up an ample register, for that is the great benefit which the Colony will derive from having a Patent Office. In England, I may state, cases are continually occurring where inventions are pirated by workmen in the employ of the inventor—scoundrels who rush off immediately to one of the patent agents, describe the invention as well as they can; and the agents, who are all clever draftsmen, can from the description prepare a tolerably close approximation of the invention, which is then being proceeded with; and, if the unfortunate inventor has not protected himself by provisional registration, there is no possibility of redress. Just before I last left England, a gentleman had invented a method of working cotton cloth, so as to imitate leather, for bookbinding, &c.; and so close was the resemblance that it was not easy to tell whether you had leather or cotton in your hands. Knowing that I was just going out to the Colony, the gentleman allowed me to go into his manufactory and see the whole thing going on. He was then manufacturing without a patent, because he could not afford the cost, and was also trying further experiments. Another instance which came within my own knowledge was a case which occurred in the Strand; where a man, to avoid the expense of taking out a patent, was actually working in the cellar under his shop at an invention for cutting cork into excessively thin slices for ventilating hats. I happened to be lodging there at the time I was taking my terms for the Bar; and finding that I was fond of inventions and machinery, the man took me down to see the process going on. I mention these circumstances to show the force of my recommendation contained in that letter to the Delegates regarding "Provisional Registration."

PATENTS.

APPENDIX.

[To Evidence given by Henry Halloran, Esq., 6 December, 1872.]

A.

Memo. of Letters of Registration granted since the Act 16 Vict. No. 24 (1852) came into operation :—

1855	3
1856	1
1857	1
1858	10
1859	11
1860	10
1861	13
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1871	27
1872	39
	300

6/12/72

[Handed in by G. M. Stephen, Esq., 7 March, 1873.]

B.

46, Wynyard Square, 31 January, 1873.

To the Hon. the Delegates for the Intercolonial Conference.

Gentlemen,

I respectfully ask permission to bring under your notice a subject of rising importance to the several Colonies you represent, but which appears not to have been included in the list of matters engaging your consideration.

It is the direct benefit each Colony would derive, by assimilating their Patent Laws, by lessening the expense to parties in taking out Letters Patent or Letters of Registration, by enabling inventors obtaining such in one Colony, to enjoy the benefit in all the others, on filing, in the proper offices, duplicates of the patents, &c., with the specifications duly certified, and the payment of a small registration fee, by periodically interchanging records of all patents, &c., granted, and by promptly communicating the fact of each patent or provisional registration being issued to each of the other Colonies; in order to check piracies of inventions just perfected, or on the eve of maturity, and also of assisting the Examiners in framing their reports upon the claimed inventions.

I would also humbly invite your attention to the great advantage each community would reap through the encouragement of the arts and manufactures, by enabling parties to "register Articles of Utility," as in England.

I do not presume to offer any arguments for the consideration of your Honorable Board—most of them will suggest themselves; but I venture to lay before you a list of the patent fees payable in the Australian Colonies, as compared with the great Countries of Europe, where the populations count by tens of millions; and hence, where the consumption of any article patented may reward the inventor in a thousand-fold greater degree than in these Colonies.

List of Patent Fees:—

New South Wales.....	£20
France.....	£12 12s.
Belgium.....	£12 12s.
Holland.....	£12 12s.
Austria.....	£20
England.....	£30

I have, &c.,

G. MILNER STEPHEN, F.G.S.,
Barrister-at-Law.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LETTERS OF REGISTRATION OF INVENTIONS

UNDER

16 VICTORIA, No. 24.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
21 *April*, 1873.



SYDNEY THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LETTERS OF REGISTRATION OF INVENTIONS.

(DESCRIPTIONS, SPECIFICATIONS, &c., ACCOMPANYING APPLICATIONS FOR.)

Ordered by the Legislative Assembly to be printed, 21 April, 1873.

RETURN (in part) to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 10 May, 1861, A.M., praying that His Excellency the Administrator of the Government would be pleased to cause to be laid upon the Table of this House (in addition to the Return already upon the Table),—

- “(1.) A copy of the Descriptions and Specifications accompanying any applications for Letters of Registration of Inventions under the Act of Council 16 Victoria, No. 24, together with the date of application for such Letters of Registration, and when granted; also, copies of the Plans or Sections annexed, and of the Report, in each case.
- “(2.) That His Excellency will cause similar Returns to be laid before Parliament annually.”

(*Mr. Hart.*)

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No.	NAME OF APPLICANT.	DATE OF APPLICATION.	NATURE OF INVENTION.	WHEN GRANTED.	PAGE.
263	Daniel Baddeley Pritchard.	8 December, 1870.....	"Remfry Separator," for the classification and concentration of ores, minerals, and metals, according to their specific gravities.	1871. 24 January.....	1
264	Frederick Beer	31 December, 1870 ...	A differential specific gravities alluvial gold-washing apparatus, and gold-saving amalgamator in quartz-crushing operations, with concentrator of pyrites.	21 February	3
265	William Rea	21 January, 1871	Improved method for washing, drying, or preserving wool, or fabrics of woollen, linen, or cotton texture, by machinery and chemical substances.	24 February	5
266	Henry Dundas Glog	16 January, 1871	Invention by means of which sugars and syrups may be manufactured, clarified, and decolourized at low temperatures, by the application of improved filters and an economical use of alcohol.	9 March.....	9
267	Thomas Carr	14 February, 1871 ...	An improved manufacture of flour and semolina from wheat and other seeds, and in the application and adaptation of certain machinery and arrangements to the purpose.	14 March	13
268	George William Wigner	14 February, 1871 ...	Improvements in the mode of, and apparatus for treating and purifying sewage, or water impregnated with sewage, and making manure therefrom, part of which apparatus is applicable to other purposes.	13 April.....	17
269	Henry Dale Edwards and William Thomas Gore.	14 February, 1871 ...	Improvements in the method of constructing soaks or dips for washing or dipping sheep.	13 April.....	23
270	George Warsop.....	30 March, 1871.....	Improvements in obtaining motive power by means of air and steam, and in apparatus employed therein.	11 May	25
271	Andrew Newell.....	22 March, 1871.....	Improvement in carriage-breaks...	11 May	29
272	Riley Briggs, Augustus Morand, and Thomas Shann Derham.	30 March, 1871.....	Improvements in machinery for making bricks and similar articles.	17 May	31
273	Edward Roper	1 March, 1871	An improved process of engraving	2 June	37
274	Arthur Hope and Hugh Junor Browne.	3 May, 1871	Improvements in the construction of stone-breaking and cubing machines.	7 June... ..	39
275	Thomas Walters	2 May, 1871	A self-acting tilting machine	7 June	43
276	Michael James Cummins and James Swinbourn.	26 April, 1871	A new method of working and supporting steam saw-mills.	16 June	45
278	Charles Frederick Collom	10 June, 1871	Improvements in means or apparatus for cleaning or dressing metallic ores.	24 July	47
280	Augustus Morand.....	4 July, 1871	Improvements in machinery for manufacturing bricks.	9 August	51

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No.	NAME OF APPLICANT.	DATE OF APPLICATION.	NATURE OF INVENTION.	WHEN GRANTED.	PAGE
				1871.	
281	Gustavus Wolf.....	17 July, 1871	Self-acting machine for the separation and classification of metals, ores, and minerals, according to their size and different degrees of specific gravity.	17 August	55
282	Joseph Nicholson.....	21 July, 1871	Improvements in reaping and mowing machines.	25 August	57
284	Jonas Brown Rider	8 August, 1871.....	Improvements in machinery for breaking and cubing stone.	15 September	59
285	Paul Toepler.....	4 September, 1871 ...	Improved process of cleaning all kinds of wool, woollen yarn, woollen waste, cotton yarn, cotton waste, and such like fibrous materials, and in separating the grease therefrom; and in the mode of treating the products resulting from such process, to fit them for manufacturing purposes.	26 September.....	61
287	Edmund William Wright and Alfred Watts.	1 September, 1871 ...	Improvements in consuming smoke.	30 October.....	63
288	Frederick Arthur Willson and James Hartwell Williams.	9 September, 1871 ...	A process having for its object the extraction of gold and silver from quartz-tailings and other waste.	30 October.....	67
289	Stephen Roff, William Brooks Hoffman, and Joseph Lukey.	4 September, 1871 ...	A new method of indicating the weight of the contents of any vessel afloat.	30 October.....	71.
291	Vincent Elijah Keegan...	6 July, 1871	Improved method of treating wood and other vegetable substances for the preparation of pulp suitable for making paper.	6 November.....	75
292	Matilda Lang	23 October, 1871	Improvements in washing, scouring, or cleansing clothes, wool, or fibrous manufactured goods.	6 December.....	79
293	Christopher Rawson, Philip Ovenden, James Wylde, Wm. M'Cree, and Henry Hill.	10 July, 1871	Improvements in deodorizing and purifying sewage, urine, and refuse matters and liquids, and in making manure therefrom, and in apparatus for those purposes..	13 December.....	81
294	Alfred Edward Arnold...	1 November, 1871 ...	Invention for utilizing waste and old unperished leather, converting such leather, by processes of cleansing, cutting, grinding, and shredding, into a substance which, when pressed by hydraulic or screw power, will produce soles and heels for boots and shoes, and a variety of useful fancy articles.	22 December.....	87

[1]



A.D. 1871. 24th January, No. 263.

REMFRY SEPARATOR.

LETTERS OF REGISTRATION to Daniel Baddeley Pritchard, for a Machine called the "Remfry Separator."

[Registered on the 25th day of January, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS DANIEL BADDELEY PRITCHARD, of the city of Melbourne, in the Colony of Victoria, consulting engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention intituled the "Remfry Separator," for the classification and concentration of ores, minerals, and metals, according to their specific gravities, which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Daniel Baddeley Pritchard, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Daniel Baddeley Pritchard, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Daniel Baddeley Pritchard shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of January, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Remfry Separator.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME :

I, DANIEL BADDELEY PRITCHARD, of the city of Melbourne, in the Colony of Victoria, consulting engineer, do hereby declare the nature of my invention, and the manner in which the same is to be performed, to be particularly described and ascertained in and by the following statement, that is to say: the invention is intituled the "Remfry Separator," for the classification and concentration of ores, minerals, and metals, according to their specific gravities. The machine is shown upon the drawings annexed, and may be described as a hutch or trough of wood, iron, or other like substance, and divided longitudinally and transversely into two or more compartments. Each of the two compartments are fitted with a sieve or grating of metal, and a loose piston. Upon the sieves or gratings a bed or layer of ore, mineral, or metal is laid, from one to six inches in thickness, according to the material to be concentrated; and this bed or layer must be about the same specific gravity as the ore, mineral, or metal it is desirable to concentrate in that compartment of the machine. Where several ores, minerals, or metals have to be separated and concentrated at the same time, each of the compartments have a different bed or layer of ore, mineral, or metal, or where only one class of ore, mineral, or metal, has to be separated from its gangue, then several compartments may have the same material for the bed, the densest being the first saved, and others in their order of density. The piston in each compartment is made to work loosely, and of the same area as the sieve or grating adjoining it, and may be of wood, iron, or similar substance, and is connected by a rod of metal or wood to an adjustable crank, eccentric or other motion, upon a shaft of metal, and this shaft is fitted with fast and loose pulleys or gearing, to be driven by animal, steam, water, or other power. The stroke of the pistons varies according to the thickness of the beds, from $\frac{1}{4}$ inch to 2 inches. The machine is fitted with valves and cocks for discharging the water or concentrated material as required. The pistons have a speed varying from 100 to 200 strokes per minute, about 150 strokes being the average. The material forming the beds must have the particles a little larger than the meshes of the sieves or gratings.

The action of the machine will be explained by the following statement, namely:—The hutch or trough is first filled with water, and the pistons set to work at their proper stroke and speed as above specified. The ores, minerals, or metals having been previously pulverized, are fed to the machine by hand or by suitable self-acting machinery, together with a proper supply of water for keeping the material in motion, and causing it to flow continuously over the sieves or gratings. The motion of the pistons form a pulsating movement in the water of the hutch or trough, which transmits a forcing and suction action through the sieves or gratings, whereby the beds are opened and closed alternately, and the ores, minerals, or metals settle by gravitation through the beds and sieves into the body of the machine, the lighter particles, such as pulverized quartz or other gangues, being carried away by the water, and pass out at the end of the machine as wastes.

This machine will receive disintegrated material direct from the machinery used for reduction, and no other dressing apparatus is necessary. In the treatment of auriferous and argentiferous ores it will dispense with the use of mercury altogether.

CLAIMS.

Firstly:—I claim specially the mode of continuous action for the separation, classification, and concentration of ores, minerals, and metals, by means of loose pistons, having adjustable strokes, agitating beds of ores, minerals, or metals, whereby other ores, minerals, or metals of about the same or greater specific gravities are separated from each other, or from their gangues, and classified and concentrated as described in this my specification, or shown upon the drawings herewith.

Secondly:—I claim, generally, the arrangement of my machine for separating, classifying, and concentrating ores, minerals, and metals, whereby the same can be treated direct from the machinery used for pulverization, and dispensing with all other dressing apparatus and the use of mercury.

In witness whereof, I, the said Daniel Baddeley Pritchard, have hereunto set my hand and seal, this eighth day of December, one thousand eight hundred and seventy.

D. B. PRITCHARD.

Witness to the signature of the said }
Daniel Baddeley Pritchard,— }
FRANK P. PRITCHARD,
Draughtsman,
Collins-street, West Melbourne.

This is the specification referred to in the annexed Letters of Registration, granted to Daniel Baddeley Pritchard, this twenty-fourth day of January, 1871.

BELMORE.

REPORT.

Sydney, 22 December, 1870.

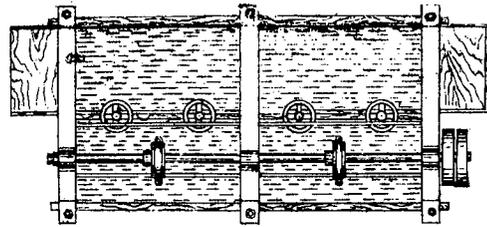
SIR,

The application of Mr. D. B. Pritchard for Letters of Registration for a Machine called the "Remfry Separator," for the classification and concentration of ores, &c., having been referred to us, we have examined the specification and drawings accompanying the same, and have the honor to report that we see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,
J. SMITH.
CHAS. WATT.

THE PRINCIPAL UNDER SECRETARY.

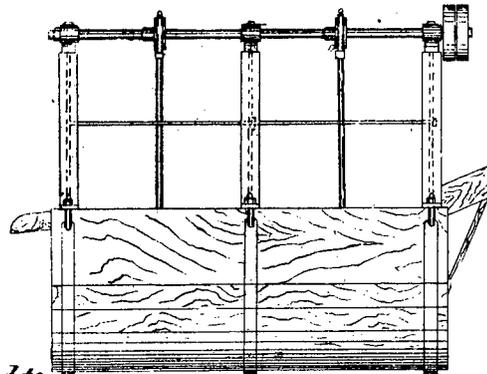
[Drawings—one sheet.]



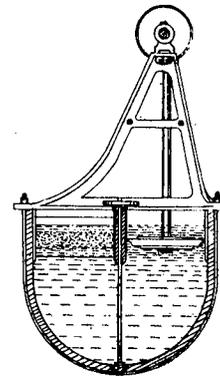
PLAN OF MACHINE

THE REMFRY SEPARATOR,

FOR THE
Concentration and Classification of Ores, Minerals, and Metals,
according to their Specific Gravities.



ELEVATION.



SECTION.

*D. B. Pritchard, C.E.,
Collins-street west,
Melbourne.
8th Dec, 1870.*

*This is the Sheet of Drawings referred to
in the annexed Letters of Registration
granted to Daniel Baddeley Pritchard,
this twenty-fourth day of January, 1871.*



A.D. 1871, 21st *February*. No. 264.

AMALGAMATOR, &c.

LETTERS OF REGISTRATION to Frederick Beer, for a Differential Specific Gravities Alluvial Gold-washing Apparatus, &c.

[Registered on the 23rd day of February, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS FREDERICK BEER, of Sydney, in the Colony of New South Wales, Doctor of Medicine, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of a "Differential specific gravities alluvial Gold-washing Apparatus and Gold-saving Amalgamator in quartz-crushing operations, with Concentrator of pyrites," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Frederick Beer, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Frederick Beer, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Frederick Beer shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-first day of February, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

SPECIFICATION.

Amalgamator, &c.

SPECIFICATION.

THE Amalgamator or Gold-washing Apparatus is based on the difference of specific gravities of the substances brought into contact.

It consists of a cylinder open at each end, the lower one resting in a circular pan; a rod runs in the centre of the cylinder from its base to the top, to which at the lower end is attached an agitator, something like that of a churn. The pan being charged with mercury, the tailings are fed into the cylinder with a stream of water, and the weight of the water in the cylinder overcoming at a certain point the resistance of the mercury below it, forces the earth and water upwards through the mercury from the bottom of the pan outside the cylinder, leaving the gold (if any) to be readily retained by the quicksilver, while the water and sludge float away over the edge of the pan. The entire process is a simple and exhaustive one.

The Amalgamator or Agitator can be rendered self-acting by placing a small waterwheel between the shoot containing the water and tailings and the orifice of the cylinder, so that before it plunges into it, it turns the wheel by its weight, and thus turns the Agitator in just proportion to the rapidity and quantity of the flowing substance.

If the Amalgamator is used for a general gold-washing machine, a grating or wire must be placed across the top of the cylinder or across the mouth of the shoot or "longtom" wherein the stuff to be worked is first thrown (stones, gravel and all), in order to catch and to retain the larger stones, which need only be removed by forking, like in working with the "old tom." All free gold passes thus through a body of mercury (every inch of mercury requiring 13 inches of cylinder for the accumulation of water), and is solved and retained, whilst the small stones, sand, and water, rise constantly to the surface, on account of their buoyancy, and are floating over the edge of the pan. Desulphurized tailings can be also passed through with great ease, and all fine gold will be retained.

My Concentrator I construct by placing across a long shoot or trough, at certain intervals, boards 5 or 6 inches high, giving the shoot, wherein the pyriteous tailings with the water from the stampers run, sufficient slope for the sand to run off freely and the heavier pyrites to take the lowest position. By raking up from time to time all debris above the board, and exposing them to renewed action of the water, the tailings can easily be concentrated to $\frac{1}{3}$, or that the pyrites form at least 50 per cent., when they are taken away with a shovel and saved for treatment in the proper apparatus. The tailings, after depositing thus nearly all pyrites, may be allowed to run through the Amalgamator.

I claim to have produced by these various improvements and their combination a general gold-washing and amalgamating machine, suitable as well for alluvial workings as for extracting gold from crushed quartz, which will supersede in usefulness all other methods, it being self-agitating, self-acting, simple, effective, and of trifling expense.

FREDERICK BEER, M.D., C.D., O.D.

This is the specification referred to in the annexed Letters of Registration, granted to Frederick Beer, this twenty-first day of February, 1871.

BELMORE.

REPORT.

Electric Telegraphs, Chief Office,
Sydney, 30 January, 1871.

SIR,

The application of Dr. Beer for Letters of Registration for an invention styled a "Differential specific gravities alluvial Gold-washing Apparatus and Gold-saving Amalgamator in quartz-crushing operations, with Concentrator of pyrites," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

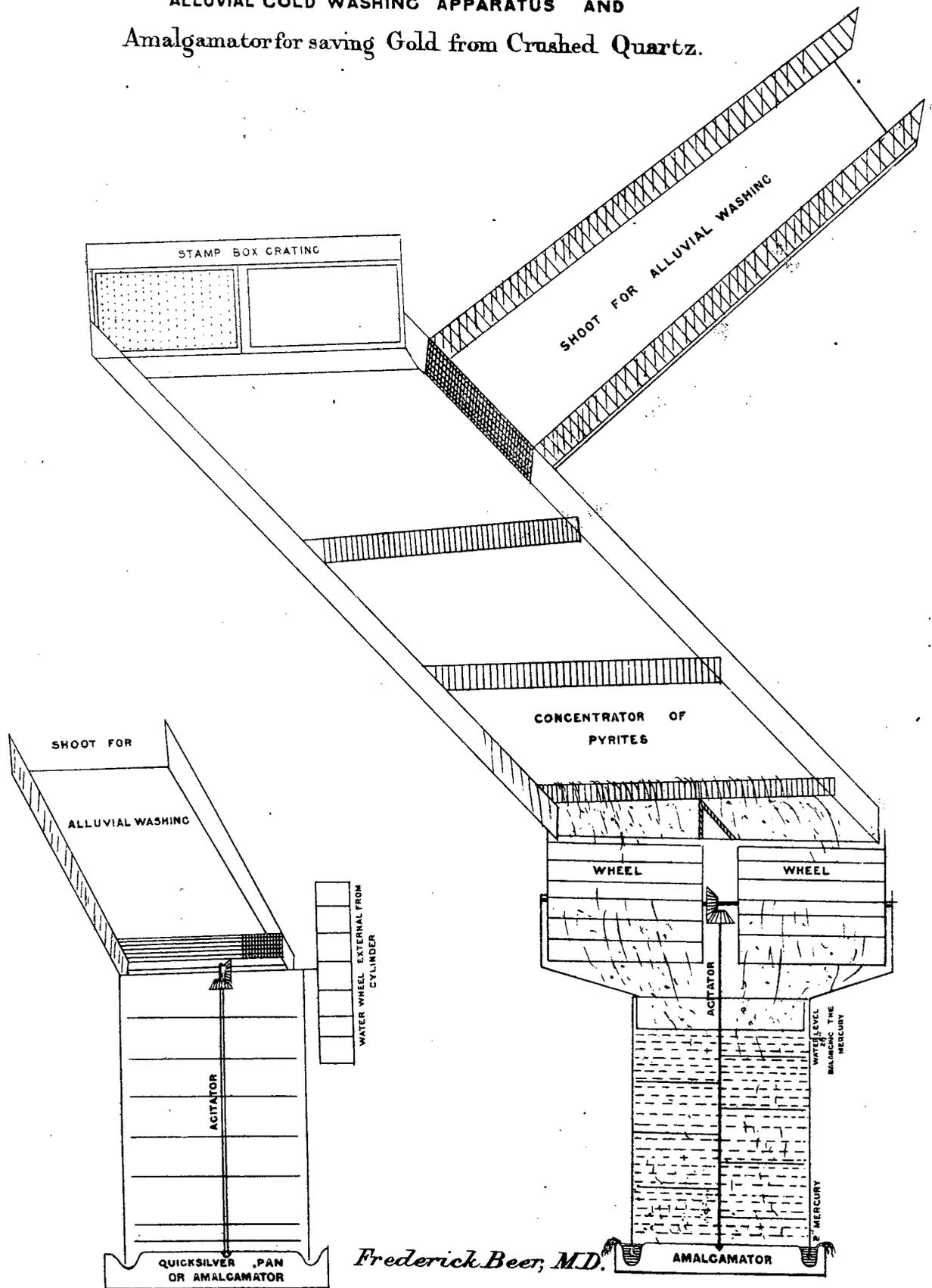
J. SMITH.
E. C. CRACKNELL.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

The Differential Specific Gravities Selfacting

ALLUVIAL COLD WASHING APPARATUS AND Amalgamator for saving Gold from Crushed Quartz.



Frederick Beer, M.D.

*This is the Sheet of Drawings referred to in the annexed
Letters of Registration granted to Frederick Beer,
this twenty-first day of February, 1871.*

Belmore.

[5]



A.D. 1871, 24th February. No. 265.

IMPROVED METHOD FOR WASHING, DRYING, AND PRESERVING WOOL, &c.

LETTERS OF REGISTRATION to William Rea, for a New and Improved Method for washing, drying, and preserving Wool, &c.

[Registered on the 25th day of February, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS WILLIAM REA, of Rockhampton, in the Colony of Queensland, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for a new and improved method "for washing, drying, and preserving Wool, or fabrics of woollen, linen, or cotton texture, by machinery and chemical substances," which invention is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said William Rea, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said William Rea, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said William Rea shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of February, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improved method for washing, drying, and preserving Wool, &c.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, WILLIAM REA, of the Colony of Queensland, send greeting :

WHEREAS I am desirous of obtaining Letters of Registration in the Colony of New South Wales, for an invention for washing, drying, and preserving Wool, or fabrics of woollen, linen, or cotton texture, by machinery and chemical ingredients, and the following are the particulars of the said invention.

As applied to the washing and drying of wool and fabrics, I use a machine called a Dash-wheel. I use another machine in connexion with the first, called an improved Hydro-Extractor. The chemical ingredients I use are salt and water, or salt-rock and water, or sea-water, and occasionally sulphurous acid, in addition to any of the common washing ingredients.

The machine termed a Dash-wheel is drum-shaped, and set on an axle like a grindstone, as is shown in plan annexed, as fig 2. It is driven by a belt or wheel. The interior is divided into four compartments, into which sheepskins, fabrics, or clotted wool is placed, through the large holes in the side of the wheel ; the rim is closed ; the water or washing fluid is let into the compartments in a continuous stream through an opening in the other side near the axle, by means of pipes coming from tanks above ; the mouths of these pipes must not be larger than the opening in the wheel, and must not touch the wheel. Each pipe has a stop-cock. There are three tanks ; one to hold soap and water or other common washing mixture ; one to hold salt and water or sea-water ; one to hold fresh water.

In this machine I first place the fabrics, sheepskins, or clotted wool to be washed, generally having previously soaked them in tubs in soap and water or other common washing mixture, and this mixture is what I mostly use when the materials to be washed are in the Dash-wheel ; but when sheepskins are very clean I sometimes use salt and water, and after that pure water only, to wash off the salt.

The dimensions of the wheel are about six feet in diameter, and the motion about twenty-six revolutions per minute.

The sheepskins, after coming from the Dash-wheel, I hang up to sweat in a room, in the common method. When I take the wool off the skins, it is placed in the Hydro-Extractor to be rinsed and dried, as described below for fleece-wool. When I take the fabrics or loose wool from the Dash-wheel, I put them also into the Hydro-Extractor, to be rinsed and dried or partially dried.

The Hydro-Extractor I have made with a tight-fitting lid, one half of which is a fixture ; the other half opens on a hinge, and is lifted up when any material has to be put in or taken out.

There is an outer fixed machine, and an inner one called a basket, which revolves on a spindle coming from below and worked by a pulley under the outside casing. It is made of wire or perforated metal. The outer machine or casing is of cast-iron, and made massive at the bottom ; at the top it is a little higher than the revolving inner one. Through the half-lid, that is a fixture, I introduce a large pipe, which on getting inside, divides like the prongs of a fork ; and goes down, nearly touching the bottom. All the part below the lid is perforated with holes all round and at the ends, to admit either fluid or hot air ; this is called the main pipe, and extends about two feet above the outer case ; into this large pipe four smaller pipes empty themselves when the taps are opened ; one conveys salt and water or sea-water ; one conveys soap and water, or other washing mixture ; one conveys pure water ; and one conveys hot air from a furnace. Each of the three pipes first named connects with a tank above.

When I wash fleece wool I put it into the Hydro-Extractor, either rolled up or one fleece laid open against another till the machine is full. The machine is then set in motion, the speed being from six hundred to twelve hundred revolutions per minute. The tap is turned on from the tank holding the salt and water or sea-water, till the solution comes from the machine in a clear state, then the tap is turned off, and the tap from the pure water turned on to wash the salt from the fibres of the wool. Should the wool be required whiter or cleaner, the tap of fresh water is turned off and the soap and water turned on. The time for each tap running will be from two to four minutes, according to the state of the wool. Plenty of holes or outlets must be left at the bottom of the outer machine to allow the dirty water to escape. When the last tap is turned off, I then turn on the hot air, and in two to four minutes more the wool is dried. I use all the washing liquids named and the hot air at as uniform a temperature as possible, say about ninety degrees of Fahrenheit in such case. When I find the hot air does not enter the machine fast enough, I drive it into the Hydro-Extractor with a fan. When the hot air is turned off, cool air may be allowed in, either by the pipe with the cold air tap or by opening the half-lid. When the wool is dry the machine is for the first time stopped, the wool is then taken out, and either spread out in the air or put in the bale. A fresh lot of wool is then put in. When fabrics come out only partially dried, they are taken to another room and the drying completed by hot air.

A steam-engine of twelve horse-power will drive about six Hydro-Extractors such as that described, each being from forty to fifty inches in diameter.

When wool or woollen fabrics are required brighter in colour, or when it is desired to prevent the heating of wool in transit, or during a wet season where it may be submerged by floods, or when wool from sunken vessels becomes saturated with sea-water, I place the wool or woollen fabrics (after having been washed) in wooden tubs tightly covered, in a solution of sulphurous acid, from six to twelve hours ; the mixture to be,—acid about one-third, and cold water about two-thirds. When taken out, the wool or fabric is again put into the Hydro-Extractor and there dried. Instead of a solution, the sulphurous acid may be applied in the form of fumes of sulphur inside a close building, in the inside of which no iron or iron nails must be used. In a room of twelve feet square two or three pounds of sulphur will be enough. I put the sulphur on a plate or plates ; the wool is put in—in a moist state, but it must not be dripping—spread out on tiers of netting ; the sulphur is then ignited and the doors closed for ten to twelve hours ; it is then taken out, and if not quite dry it is put into the Hydro-Extractor and dried by the heated air.

The use and advantage of salt and water or sea-water, when used as described, is, that it keeps the yolk or the greater part of it on the fibres of the wool, and thus retains the elasticity and strength of the fibre, at the same time that the dirt or the greater part of it is removed ; it also enables me to use any water, no matter how hard or brackish. When sea-water can be had at hand, it forms a great saving in wool-washing by this process. When possible, I save the salt and water and the soap and water in tanks after

Improved method for washing, drying, and preserving Wool, &c.

after it has passed through the wool, which I use again after the sediment has settled. The proportion of salt I use to the gallon of water is from two to three ounces. The washing materials in the tanks I heat, either by a direct fire or by a steam-pipe from the boiler of the steam-engine. The hot air I procure either by a pipe from the furnace under the boiler or by a separate furnace. To regulate the heated air going into the Hydro-Extractor, I have a short pipe leading into the hot-air pipe, as shown in the plan, with a tap to let in the cold air when required.

DESCRIPTION OF THE DRAWINGS.

Figure 1. Outside view of "The Improved Hydro-Extractor." A, the outer cylinder; B, pulleys for driving same; C, tank for holding salt and water; D, tank for holding soap and water; E, tank for holding water only; F, main pipe for leading into Hydro-Extractor; G, pipe from tank C; H, pipe from tank D; I, pipe from tank E; J, pipe for heated air; K, furnace; L, short pipe for admitting cold air; MMM, taps in pipes above named; N, spindle on which the inner cage or basket revolves.

Figure 1A. Inside view of Hydro-Extractor. O, the inner cage or basket; P, branching pipe for conveying fluid or heated air; Q, waste pipe leading to cistern or tank for collecting fluid; RRR, tanks for collecting liquid after having been used; S, open pipe for allowing heated air to pass off.

Figure 2; being front view of Dash-wheel. A, axle resting on standards; B, standards; CCC, holes into which wool or other material is placed.

Figure 2A. Back view of Dash-wheel. DDDD, openings wherein water or other fluid is jettied into the four compartments; EEEE, holes for allowing dirty liquid to pass out.

I claim as my invention my process as a whole, as hereinbefore set forth, by the means of two machines, one working or being used in connexion with the other, and by the use of a heated solution of salt or salt rock, or of sea-water, for washing wool, and for retaining a large portion of the yolk, and in some cases by the use of sulphurous acid to improve the colour of the wool or of woollen fabrics, and to prevent the wool from heating and, after the above process, the further treatment of drying or partially drying the said wool or fabrics by heated air, in the manner and for the purposes described. I claim the improvement of a covered top to the Hydro-Extractor, and the perforated pipe inside of same for liquids or heated air.

In witness whereof, I have hereunto set my hand and seal, the twentieth day of January, 1871.

WM. REA.

DISCLAIMER.

I do not claim as my invention the washing of fabrics by any new solution, but merely the washing them in the machinery of the particular construction named, and partially drying them with heated air in the Hydro-Extractor.

20th January, 1871.

WM. REA.

This is the specification referred to in the annexed Letters of Registration granted to William Rea, this twenty-fourth day of February, 1871.

BELMORE.

REPORT.

Sydney, 9 February, 1871.

SIR,

We do ourselves the honor to return to you the documents transmitted under your B.C. communication of the 3rd instant, No. 847, and to report that, having examined the same, we see no objection to Letters of Registration being granted to Mr. William Rea, in terms of his claim.

We have, &c.,

GOTHER K. MANN.
E. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

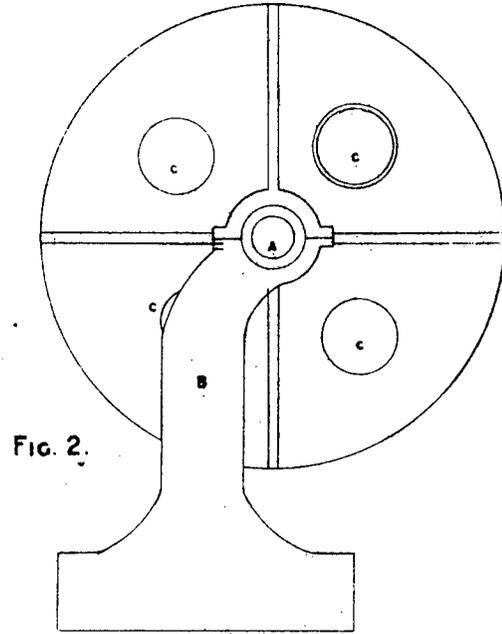


FIG. 2.

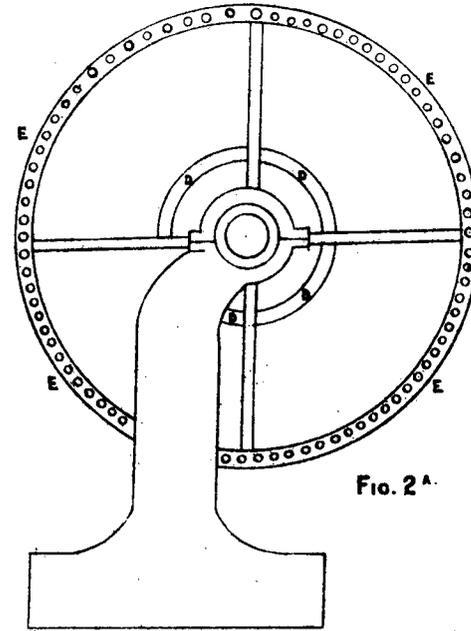


FIG. 2A.

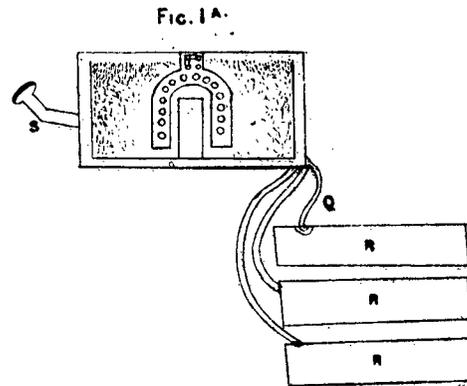


FIG. 1A.

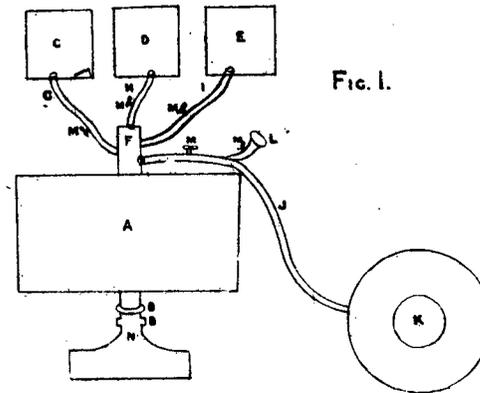


FIG. 1.

This is the Sheet of Drawings referred to in the annexed Letters of Registration, granted to W. William Rea, this twenty-fourth day of February, 1871.

Belmore.

[9]



A.D. 1871, 9th March. No. 266.

INVENTION FOR THE MANUFACTURE OF SYRUPS.

LETTERS OF REGISTRATION to Henry Dundas Gloag, for an Invention for the manufacture of Syrups.

[Registered on the 9th day of March, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS HENRY DUNDAS GLOAG, of Brisbane, in the Colony of Queensland, Captain of Her Majesty's Royal Artillery, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention by means of which Sugars and Syrups may be manufactured, clarified, and decolorized at low temperatures, by the application of improved filters, steam, and an economical use of alcohol, which said invention is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Henry Dundas Gloag, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Henry Dundas Gloag, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Henry Dundas Gloag shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this ninth day of March, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Invention for the Manufacture of Syrups.

SPECIFICATION.

I call my invention "A novel process of manufacturing, clarifying, and decolorizing Syrups and Sugars at low temperatures, by the application of improved filters, steam, and an economical use of alcohol."

The improvements I claim to have discovered are threefold, and comprise (1) the construction of closed vessels or pans for the concentration of cane-juice and other liquids at low temperatures; (2) a mode of applying steam for the concentration of cane-juice and other liquids; and (3) an apparatus and means for the clarification and decolorization of syrups and sugars.

After the juice has been extracted from cane in the ordinary manner, I propose to clarify it by passing it through an improved form of filter of the following character:—The filter (figure V) consists of a circular or other vessel of wood or metal, furnished with arms, *p p*, on which it swings in bearings, so as to be reversible, in order that the orifice F or D may remain up or down as desired. The interior of this vessel is fitted with tubes, *t t*, screwed from the lower surface in the bottom *b b*. These tubes are closed at the upper end, and may be made of perforated copper, fine wire gauze, or any other suitable material. They are covered with fine calico or flannel bags, which are secured round the lower extremity of each tube close to the bottom, *b b*, of the vessel. This vessel has close fitting covers on both ends, with orifices, F and D, in them, and may be bolted on.

In filtering, the liquid entering at F passes through the exterior of the tubes, *t t*, to their interior, and then escapes into the under part of the vessel through the lower ends of the tubes, as shown by the arrows. If necessary, there may be stop-cocks at F and D.

When the filter requires to be cleaned, it is reversed on its arms, P P, and water is introduced through D and clears away any sediment that may have settled on the outer surface of the tubes *t t*; or, if stop-cocks are supplied at F and D, steam may be used for this purpose.

This filter presents a large area of drawing surface, and therefore permits the use of a very fine material for filtering without loss of time.

After the juice has been passed through the filter, it is introduced into a closed vessel or pan for concentration. This pan, according to the new process, may be made in two or more parts, viz., body and cover, &c., of any suitable forms, such as are represented in the accompanying drawings. The body and cover are bolted together by nuts. In the body a coil of piping is arranged, into which steam can be admitted by a regulating valve situated at S; the steam after traversing the coil escapes at the nozzle, *e*, in the pipe R C, and rushing downwards, passes into the atmosphere by the outlet O. In the cover of the vessel (figure I) there is a man-hole, C, and an arm, A R O, formed and fixed as shown in the diagram; at any convenient place in the arm, A, a valve may be placed, which can be closed from the exterior of the vessel as at H (figure I). This valve closes the communication between the interior of the pan B and the atmosphere. E is a pipe which may pass, if desired, through a stuffing-box, so as to permit of its being raised or lowered in the arm A R O; it terminates in a nozzle, *f*. Its purpose is for bringing steam direct from the boiler or source of supply, and it is furnished with a valve at E for regulating the quantity of steam. In figure I, V is a vacuum gauge; T, a thermometer; L, is a liquid gauge; D, the discharge orifice for emptying the vessel B, by the cock *m*; P, a vessel screwing into the cover of the pan B for the purpose of introducing specific charges into the pan without the admission of air; W is a steam jet for washing the interior of pan B.

An arrangement for taking samples of the contents of the pan without admitting air, is represented in section at K, and acts something after the manner of a syringe. It consists of a small cylinder provided with a piston. The cylinder is screwed in any convenient manner and at any suitable place into the lower part of the pan. There are two small stop-cocks shown in figure II, one at the end of the cylinder nearest the pan, closing the communication between the interior of the pan B and the cylinder; the other shutting the outlet from the cylinder to the contents of the pan B. The piston being close up to the cock nearest the pan, and both cocks being closed, the one next the pan is opened and the piston is pulled outwards; the cock next the pan B is then closed, and the one communicating with the atmosphere is opened, and the sample is procured by pushing the piston inwards.

In concentration of any liquid in the pan B, say cane-juice, the proper charge is inserted and steam is admitted into the coil, the quantity being regulated by a valve at S. This steam heats the air and liquid in the pan, and then escapes by the nozzle *e* and outlet *o*, creating a downward current in the R O, and driving the air out of it. The valve in the arm A R O being open, the heated air and vapour from the liquid will rise and pass into the arm A, from which the air has been drawn by the current of steam escaping from the nozzle *e* in the pipe R O, creating a partial vacuum in the pan B, and thereby causing evaporation to go on at low temperatures. If the steam and condensed water escaping from the nozzle are not sufficient to draw off the vapour rising from the liquid in the pan, the auxiliary jet *f* can be used. When a partial vacuum is obtained in the pan, it may be preserved by closing the valve in the arm A before shutting off the steam jet or jets. The temperature of the contents of the pan B is always shown by the thermometer T.

The vessel P may be used for different purposes; (1) for admitting specific charges into the pan B; (2) for the decolorization of syrups in the manufacture of sugars in the course of concentration, by allowing a given quantity of rectified spirit obtained by the distillation of the refuse in sugar-making such as juice from cane-tops, skimming from clarifiers, or molasses, &c. In the decolorization of sugars, it is also proposed to pass a jet of such spirit, raised to vapour, into the centrifugal machine, after the molasses have been driven off; the spirit being raised to vapour of the required tension by means of a steam coil in a closed vessel.

For the more economical use of such spirit in the decolorization of syrups, it is proposed to pass a current of it in the form of vapour, at the proper time and temperature, through the contents of the pan B.

The apparatus for effecting this in an economical manner is shown in figure 4, and consists of two parts; (1) a closed vessel heated by a steam coil and furnished with a thermometer, and (2) a condenser C, contained in a vessel or barrel, B, with a worm, W, communicating with the interior of the pan B and condenser C.

This

Invention for the Manufacture of Syrups.

This apparatus is used and worked as follows:—Steam is admitted into the coil in the vessel A by opening a stop-cock marked 1. This raises the spirit in A to vapour, which can be sent through the condenser C by opening stop-cocks 4 and 7. The vapour then drives the air out of C and W, and when all the air is expelled, these cocks 4 and 7 are closed, and cold water is admitted into the vessel B, through which a constant flow can be maintained by means of the cock marked 6. The vapour in C and W is thereby condensed and a vacuum created. The cane-juice in the pan B being at the proper degree of concentration, and the vapour in A at the proper temperature, the valve in the arm A is closed, and the steam which heats the pan is cut off by closing the valve S. The cock 3 is then opened and the spirit vapour is there admitted into the annular pipe in the pan B, which is fixed in any convenient manner such as is represented by dotted lines in figure II. This pipe is pierced with suitable holes in order to permit the vapour to pass into and through the contents of the pan B. The vapour can at any time be allowed to escape from the pan into the vessel C, in which it is condensed by opening the cock 5. While the cocks 3 and 5 are open a current of vapour will run through the pan, and when this current has been maintained for a sufficient time the cock 3 is closed, and shortly afterwards the cock 5 is shut. The valve S is then opened, and steam is again admitted into the coil in the pan, and the valve in arm A is raised, and the concentration of the contents goes on till the required density is reached.

The spirit in the condenser C may be readmitted at the proper time into the vessel A by the cock 2, and the steam from the coil in figure IV may be passed into the pipe R O, in figure II, as represented in the drawing; or if the pan B is supplied with a condense water box C, as in figure II, it may be passed into the box.

From the foregoing brief explanation it will be seen that my process comprises a means for clarifying cane-juice or other liquids by a tubular reversible filter. The use of a closed vessel to which steam is applied, as shown in the plan, and explained in the description, so as to produce concentration of a liquid in partial vacuum, without the use of air pump or condenser; also a method of using spirit obtained from the refuse in sugar-making for the purpose of decolorizing syrups and sugars without using animal charcoal. And I make a distinct claim for the especial novelty of each step in my process.

(Figure 3 represents a form of pan with a slight modification in the application of the steam. The steam for heating the contents of the pan passes into a condense water box C, the water escaping at O; the vacuum is created by a small jet of high-pressure steam from a small nozzle; the air and vapour are drawn out through slits in the periphery of the lower cone, in the direction indicated by the arrows 1, 2, and A A.)

HENRY DUNDAS GLOAG.

This is the specification referred to in the annexed Letters of Registration granted to Henry Dundas Gloag, this ninth day of March, 1871.

BELMORE.

REPORT.

Sydney, 1 February, 1871.

SIR,

The application of Captain H. D. Gloag, for Letters of Registration for an invention styled "A novel process of manufacturing, clarifying, and decolorizing Syrups and Sugars at low temperatures, by the application of improved filters, steam, and an economical use of alcohol," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

J. SMITH.
CHAS. WATT.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

FIG. I.

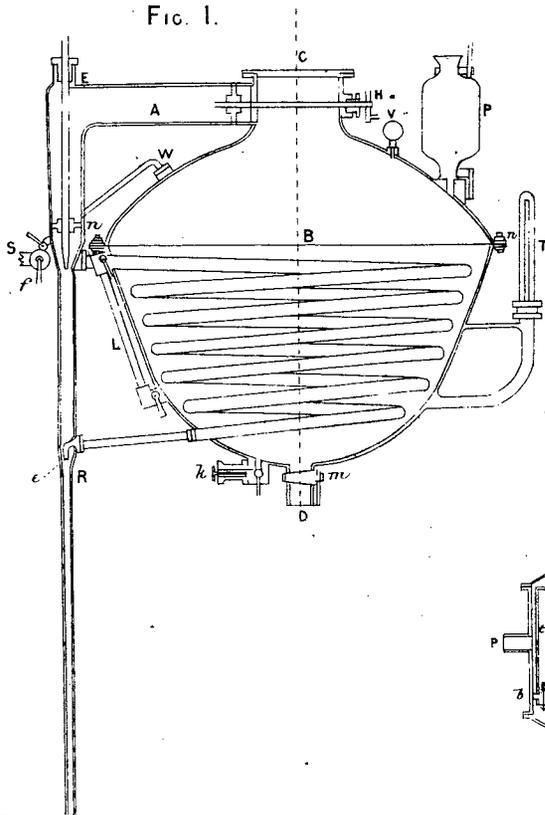


FIG. V.

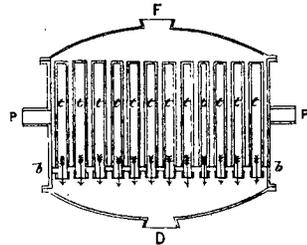


FIG. N.

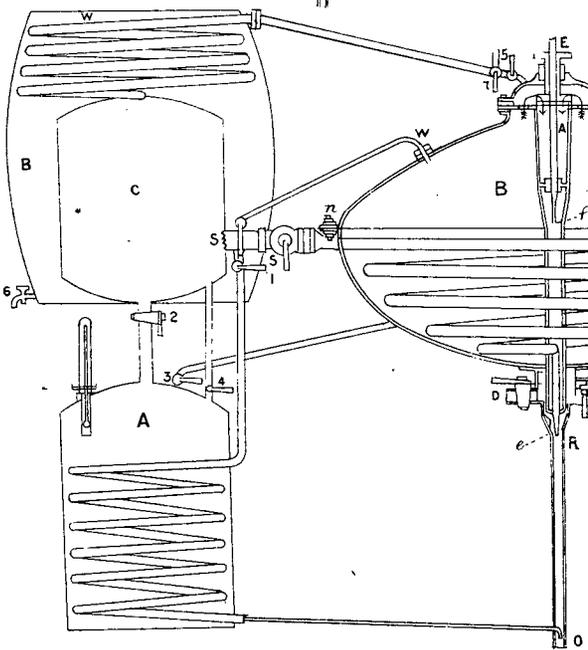


FIG. II.

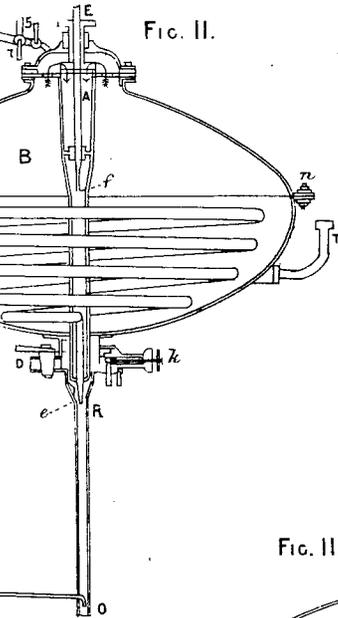
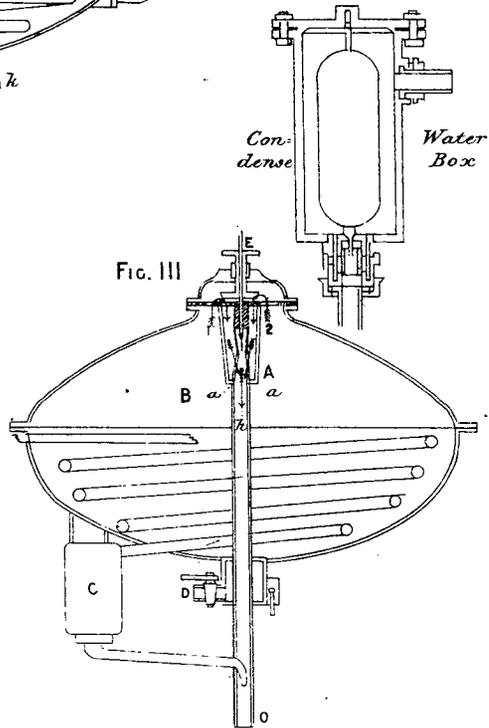


FIG. III.



This is the Sheet of Drawings referred to in the annexed Letters of Registration granted to Henry Dundas Gloag, this ninth day of March, 1871

Belmore.

[13]



A.D. 1871, 14th March. No. 267.

IMPROVED MANUFACTURE OF FLOUR AND SEMOLINA.

LETTERS OF REGISTRATION to Thomas Carr, for an improved Manufacture of Flour and Semolina.

[Registered on the 15th day of March, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS THOMAS CARR, of the city and County of Bristol, in the United Kingdom of Great Britain and Ireland, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "An improved Manufacture of Flour and Semolina from wheat and other seeds," and in the application and adaptation of certain machinery and arrangements to the purpose, which is more particularly described in the specification marked A, and the three sheets of drawings marked B C and D respectively, hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Thomas Carr, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Thomas Carr, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Thomas Carr shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fourteenth day of March, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

SPECIFICATION.

Improved Manufacture of Flour and Semolina.

A.

SPECIFICATION.

I HAVE discovered that wheat may be reduced to flour by percussion while it is unsupported and falling freely or is being projected through the air, the said percussion resulting from the blows of continuous acting beaters striking at an adequate speed the unsupported wheat while it is thus so falling freely or being projected through the air, and that the flour so produced has peculiar and superior qualities differing very materially from the flour of wheat as produced by the ordinary process of reducing it between two acting surfaces which temporarily support it while undergoing the operation, such as in grinding it between a pair of millstones, or crushing it between parallel rolls or stamping it between a pestle and mortar.

The advantages derived from this new system of manufacture are as follows:—The flour obtained is of a more granular character, which enables it to absorb more water and produce a lighter and more wholesome bread, the bran also is scaled off more effectually and in a form admitting of being subsequently more perfectly separated from the flour by the ordinary dressing-sieves or bolting-machines, and moreover, from the fact of its being dispersed through the air in the surrounding chamber in the process of reduction (being thrown from the machine in a radiating shower), greater facilities are thereby afforded for the lighter cerealine and other deleterious matters being thoroughly extracted by an exhaust current of air, than the ordinary process of manufacture admits of, and thus a better and purer flour is obtained, while at the same time the cost of manufacture is greatly reduced both in the expenditure of motive power and in repairs, and consequently a flour is obtained from which a cheaper and better bread can be made than has been heretofore practicable.

My improved manufacture of flour consists, therefore, as will be understood from the above explanation, of wheat reduced to flour by subjecting the grain to the percussion of any suitable continuous acting beaters, travelling at a suitable speed, and striking the said wheat while the same is unsupported and falling freely or is being projected through the air. In the preceding explanation I have only referred to the grain of wheat, but my system or mode of manufacture is also applicable for producing flour from maize, beans, pease, and other seeds.

My invention further consists in the application and adaptation of my Patent Disintegrator, under sundry modifications and arrangements, combined with other mechanisms, to the manufacture of flour from wheat or other seeds, on the above-described novel system of disintegrating it, as the most appropriate machine that I am aware of for effecting the desired object; but inasmuch as I had designed and hitherto solely used and applied that machine for the reduction of materials of such high specific gravities as those of ores, minerals, earths, and like materials, none of them as previously made are at all capable of reducing wheat to flour, by reason of its low specific gravity, and it became requisite therefore, to adapt it to such a purpose, that sundry important alterations should be made in it.

I have practically ascertained that a machine constructed as hereinafter more particularly described, and of large diameter, with numerous cages (by preference from about twelve to sixteen), and driven at about 800 revolutions per minute for each reverse moving set of beaters or cages, will reduce the wheat introduced into the central orifice of the machine and discharge it in a radiating shower from its periphery into the surrounding casing or chamber, in a state resembling that in which it issues from a pair of ordinary millstones, but that the bran is in a state admitting of its being more effectually separated, while the resulting flour is in a fine granular state, possessing greatly superior qualities to the flour of wheat obtainable from the ordinary horizontal stones and other flour mills; and that owing to its dispersion through the air as it issues from the machine, a fan or blast cylinder acting exhaustively will filter out from it the light cerealine and other objectionable matter in a far more effectual manner than can be otherwise done, and moreover, that the quantity of flour produced with a given power, time, space, and expense, equally surpasses all previously known means, inasmuch as I have found that one of these machines, taking 30-horse power to drive it, and occupying but little if any more space than that usually required for two pair of millstones and their gearing, is fully capable of producing as much flour per day as 25 pair of millstones of the ordinary size, which require about 100-horse power to drive them.

I will now describe the modifications in my Patent Disintegrator to adapt it to the manufacture of flour, without otherwise describing the machine itself, its peculiar combination and application of principle, mode of action, and system of disintegrating matter, which have been already sufficiently described in my previous patents and elsewhere.

By preference I select the arrangement in which the different sets of cages are mounted on two separate solid shafts, placed, by preference, horizontally end to end and in the same line.

The shafts are made, by preference, of steel, with the heads to which the disc plates are secured cast or forged upon them. The discs are turned with recesses for the rings of each cage, and each set of cages and discs is balanced by a fly-wheel on the outer end of the shaft, which fly-wheel is calculated so as to counterbalance the mass of the cages and discs on the shaft both at rest, and when in motion to get rid of all tendency to vibration at the high speed required.

The first two or more cages rotate in the same direction so as to distribute the grain and scale off the bran without reducing it to powder, and also to give increased strength to carry the annular disc.

When the cages of the machine are upon horizontal axes, the grain fed in drops by gravity to the lower part of the cages, so that the larger part of the work is done in the lower section of the cages, and one important feature consists in an arrangement which will distribute the grain by centrifugal force more equally in every part of the cages, and thus bring the whole of the bars simultaneously into operation; this arrangement also acting to protect the cages (the bars only being of sufficient strength to operate upon seeds) from the casual entrance of metal and other objectionable matter. The arrangement last referred to consists of a cylinder within the inner cage, having a series of narrow slits or holes in it all round, sufficiently large to allow the grain or seed to pass, but too small to admit of pieces of matter of a much larger size than grain passing, and of another cylinder within the first-named, having corresponding slits or holes. One cylinder is fixed and the other is adjustable so as to open the spaces formed by the two cylinders to a greater or less extent by making the holes or slits coincide with each other more or less perfectly.

The grain to be operated upon is introduced into the inner chamber formed by the two cylinders, and its escape therefrom is retarded by the narrowness of the exit slits to such extent that it takes an entire

Improved Manufacture of Flour and Semolina.

entire revolution or thereabouts before the grain received when passing the feeding-spout is fully discharged from the rotating chamber; thus every part of the cages receives a due proportion, and comes into simultaneous operation throughout their entire circumference. To increase the draught through the machine, a few narrow fan-blades may be applied to the outer periphery of the cages.

Figure 1 is a longitudinal side elevation in section of the machine for reducing wheat and other seeds to fine or coarse flour; figure 2 is an end or front sectional view of the same machine, showing an outside view of one half of the casing and a section of the other half; and figure 3 is a plan thereof, showing the shafts and base plate, but omitting the discs and cages. *A* is the foundation, *a* is the plate, formed in four castings, with pedestals cast in it for the two shafts. These shafts *c* and *d* are formed of steel, with solid disc ends, to which the discs for the cages are secured. The discs are of wrought-iron plate, and the bars, by preference, of steel. To the disc head of the shaft *c*, a disc, *c*¹, is secured by rivets or otherwise, and to this disc, an annular disc, *c*², is secured, into which all the bars *c*³ of one set of cages are secured; the ends of each set of bars forming a cage being connected together in a ring, *c*⁴. To the disc head of the shaft *d* a disc, *d*¹, is secured in which the inner ends of the bars *d* forming three cages are secured, the outer end of these bars being all secured in one annular disc, *d*², in which the bars *d*³ are secured that form the cages which come between those carried by the large disc on the shaft *c*. The ends of the bars forming each set of cages carried by the annular disc *d*² are collected together in a ring (*d*⁴), and each disc is recessed to give space for the rings of each cage.

In the machine shown there are 14 cages, the first three cages from the centre containing 34, 40, and 46 bars respectively, and all rotate in the same direction, while the other 11 cages contain in succession 52, 58, 62, 70, 74, 79, 85, 91, 98, 102, and 109 bars respectively, which rotate in opposite directions. *e*¹ is a cylinder, with slits or holes in it, secured to the annular disc *d*², and *e* is another similar cylinder secured inside the first-named, but so that it can be adjusted by slightly rotating it. The front of the latter cylinder forms an annular disc. The grain is fed by a pipe, *f*, having an outlet branch on each side of the shaft *d*. *e*³ and *d*⁵ are the pulleys for the driving belts, the shafts *c* and *d* being driven in opposite directions by means of an open and crossed strap. *c*⁶ and *d*⁶ are the balancing fly-wheels, formed by a central disc of malleable iron plate, with rings riveted on each side of it as shown. A wrought-iron boiler-plate casing of any convenient form may be used to enclose the cages, and in its upper part a pipe is fixed which is connected with an exhausting fan that withdraws the cerealine and discharges it into a suitable chamber.

The mixed flour and bran will fall to the lower part of the recess below the cages, and may be removed by a screw, *i*, as shown.

The shafts, discs, and rings, and the fly-wheels and pulleys, are turned up as true and are balanced as accurately as possible, and the shafts *c* and *d* are each driven at about 800 revolutions per minute.

I have now particularly described the nature of my invention and the mode of carrying it into effect, and claim as my invention,—

Firstly.—The improved manufacture of flour and semolina from wheat or other seeds, produced by percussion with any suitable beaters striking at an adequate speed the said wheat or seeds while the same are unsupported and falling freely or being projected through the air as hereinbefore described.

Secondly.—The application of my Patent Disintegrator to the reduction of wheat and other seeds into fine or coarse flour, as hereinbefore described.

Thirdly.—The construction of the machine for reducing wheat or other seeds to flour, substantially as hereinbefore described, with the number of cages considerably increased beyond the four alone hitherto used, and two or more of the first inner cages all rotating in the same direction, and with the distributing cylinders and counterbalancing fly-wheels substantially as described.

Fourthly.—The combination of an exhausting draught with the casing or chamber in which the reducing machine works, to draw away cerealine or other deleterious matter from the flour, substantially as described.

In witness whereof, I, the said Thomas Carr, have hereunto set my hand and seal, this sixth day of October, in the year of our Lord one thousand eight hundred and seventy.

Witnesses—

W. M. KEMP.

WILLIAM THOMPSON.

THOMAS CARR.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to Thomas Carr, this fourteenth day of March, 1871.

BELMORE.

REPORT.

Sydney, 21 February, 1871.

SIR,

We do ourselves the honor to return to you the plans and specifications transmitted under your B.C. communication of 18th instant, and to report that, having examined the same, we recommend that Letters of Registration be granted to Mr. Thomas Carr, in terms of his specification and claim for "an improved Manufacture of Flour and Semolina."

We have, &c.,

GOTHER K. MANN.

A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

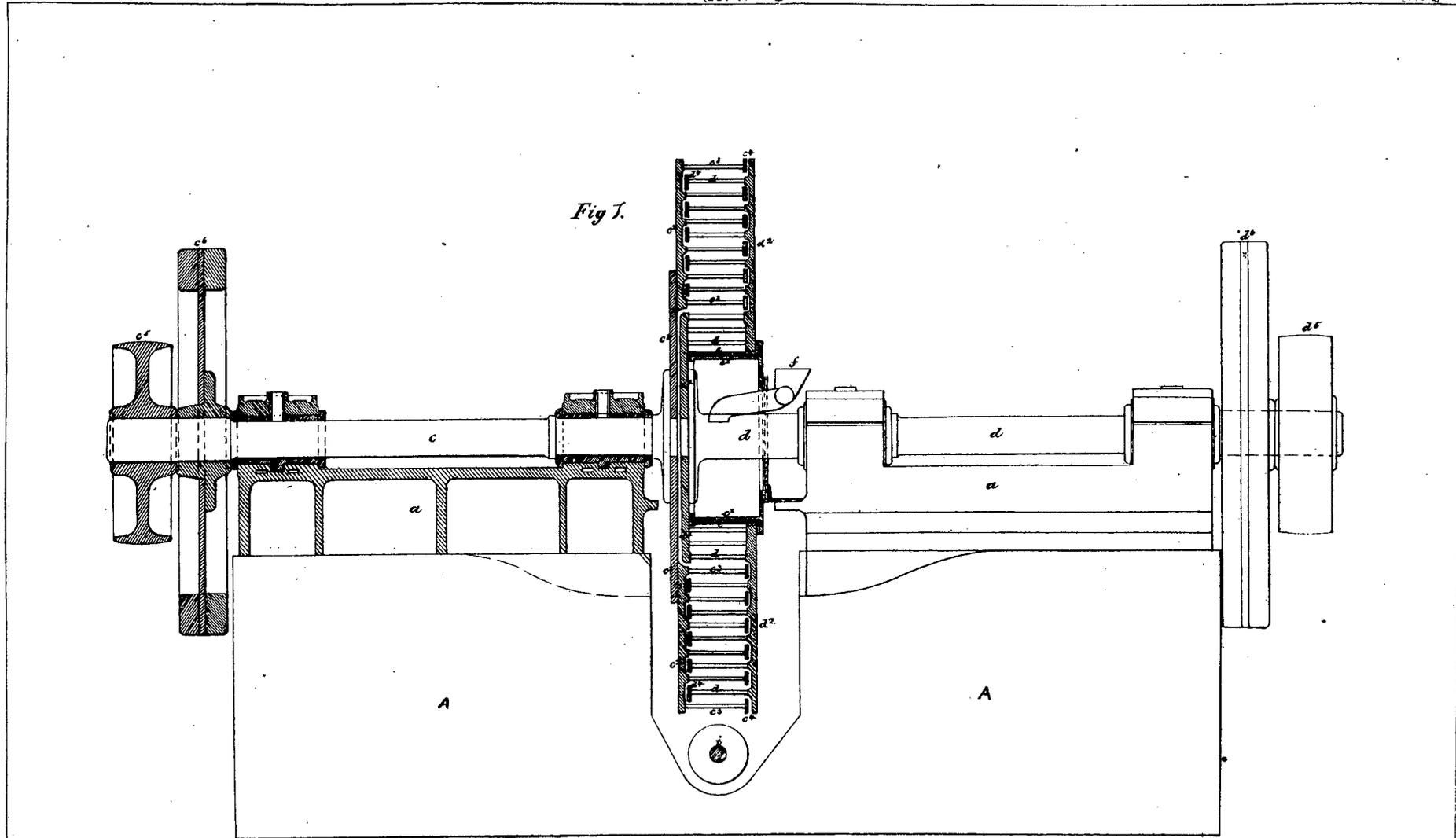
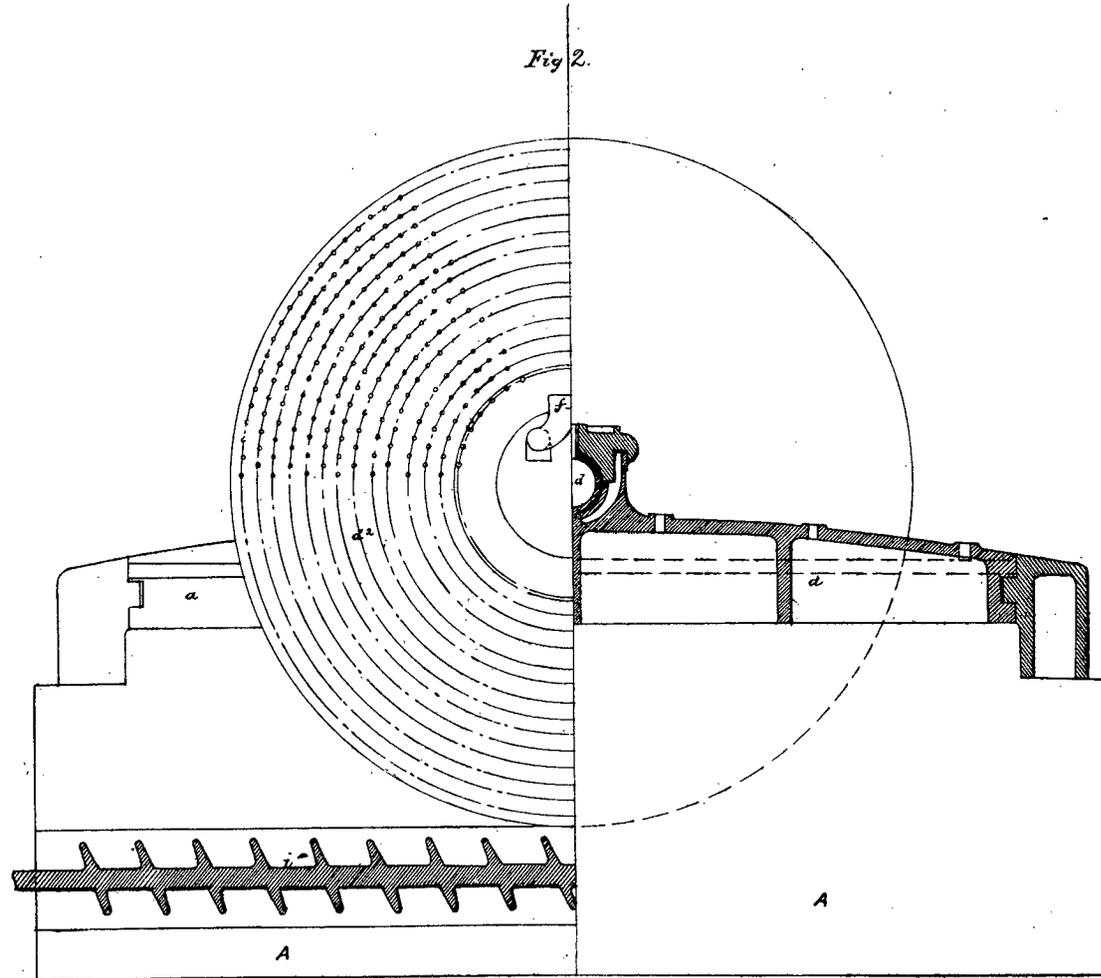


Fig 1.

This is the Sheet of Drawings marked B, referred to
 in the annexed Letters of Registration granted to
 Thomas Carr, this fourteenth day of March, 1871.
 Belmore

Witnesses,
 W. M. Kemp
 William Thompson

Thomas Carr



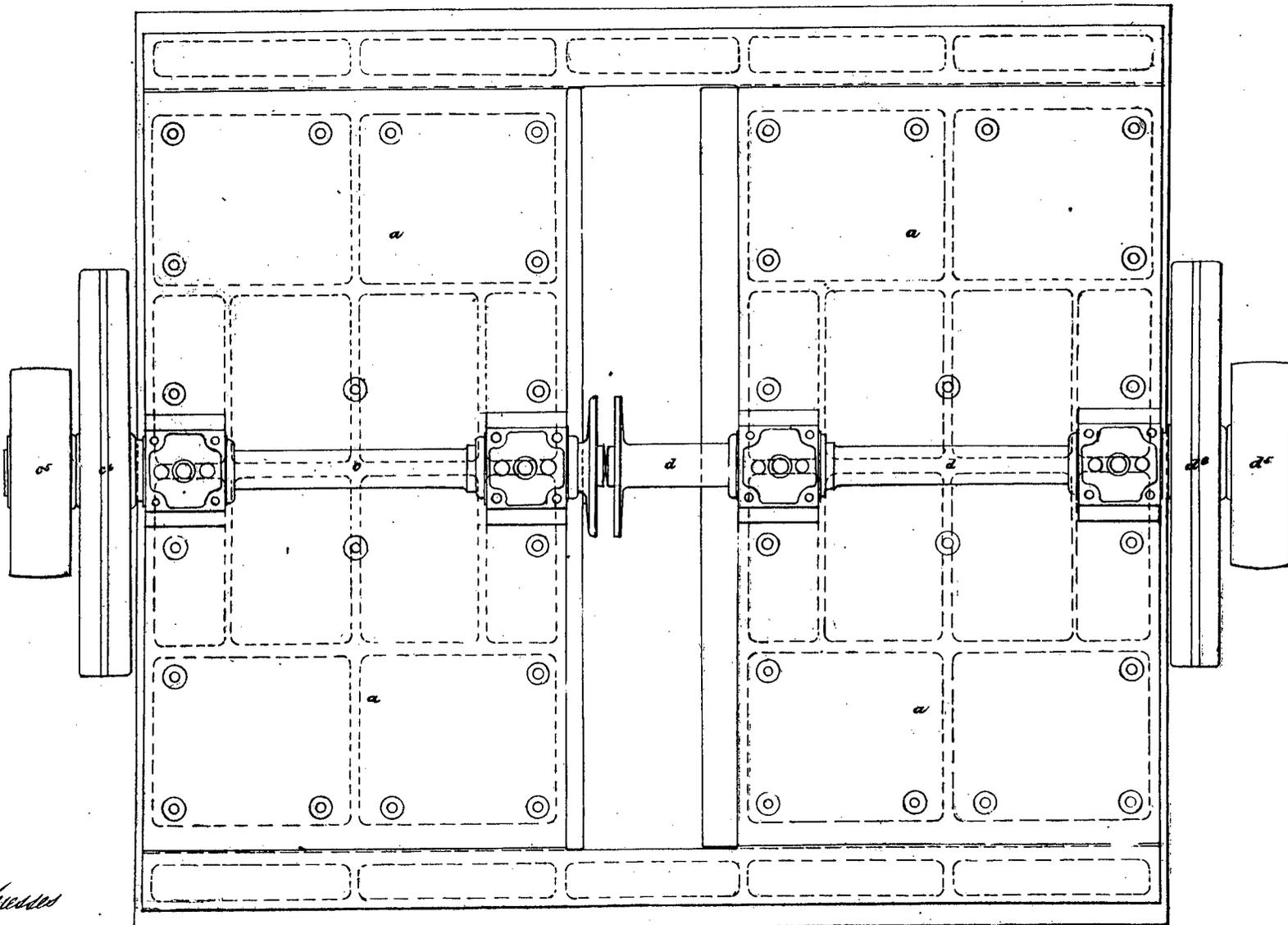
Witness
W. M. Kemp
William Thompson

This is the Sheet of Drawings marked C, referred to in the annexed Letters of Registration, granted to Thomas Carr, this fourteenth day of March, 1871.

Belmore

Thomas Carr

Fig 3.



Witnesses

W. M. Kemp
William Thompson

This is the Sheet of Drawings marked D, referred to in the annexed Letters of Registration granted to Thomas Carr, this fourteenth day of March, 1871.

Belmore

Thomas Carr

(Sig. 1)

[17]



A.D. 1871, 13th April. No. 268.

IMPROVEMENTS IN THE MODE OF AND APPARATUS FOR TREATING AND PURIFYING SEWAGE, &c.

LETTERS OF REGISTRATION to George William Wigner, for Improvements in the mode of and Apparatus for treating and purifying Sewage, &c.

[Registered on the 14th day of April, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GEORGE WILLIAM WIGNER, of the city of London, in England, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in the mode of and Apparatus for treating and purifying Sewage, or Water impregnated with Sewage, and making Manure therefrom, part of which Apparatus is applicable to other purposes," which said invention is more particularly described in the specification, marked A, and the two sheets of drawings, marked B and C respectively, all of which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said George William Wigner, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said George William Wigner, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said George William Wigner shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirteenth day of April, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in the mode of purifying Sewage, &c.

A.

SPECIFICATION of the invention of GEORGE WILLIAM WIGNER for his invention of "Improvements in the mode of and Apparatus for treating and purifying Sewage, or Water impregnated with Sewage, and making Manure therefrom, part of which Apparatus is applicable to other purposes," referred to in his Petition for Letters of Registration within the Colony of New South Wales.

My invention consists firstly of the process hereinafter described for treating and purifying sewage, or water contaminated therewith, and making manure therefrom. The said process is as follows:—I add to the sewage or water to be purified the following substances, or some of them, as hereinafter explained, *videlicet*, alum, blood, clay, magnesia or one of its compounds (by preference the sulphate), burnt clay (otherwise known as ballast), chloride of sodium, animal charcoal, vegetable charcoal, magnesian limestone, sulphate of alumina, sulphate of iron, sulphate of lime, and alumina. The sulphate of alumina, sulphate of iron, sulphate of lime, and alumina in a commercially pure or manufactured state, may be added to the other substances above mentioned, or crude alum containing sulphate of alumina, sulphate of iron, sulphate of lime, and free alumina, or any of them in the form of impurities, may be added to the said substances. If any of the said substances should be present in sufficient quantity in the sewage, such substance or substances may of course be omitted. The proportions in which the aforesaid substances are to be used vary according to the nature of the sewage to be purified; for instance, if a large proportion of urine be present, I increase the proportion of clay; if the sewage is much diluted, I increase the proportion of alum and blood; if the sewage contains a large proportion of street refuse, I decrease the proportion of clay. For ordinary sewage I find the following proportions to answer well.

Alum	...	...	...	...	...	...	...	338	parts by weight.
Blood	...	...	...	...	...	...	...	2	" " "
Clay	...	...	...	...	...	...	...	1,010	" " "
Magnesia	...	...	...	...	...	...	...	5	" " "
Burnt clay	...	...	...	...	...	...	...	10	" " "
Chloride of sodium	...	...	...	...	...	...	...	5	" " "
Animal charcoal	...	...	...	...	...	...	...	15	" " "
Vegetable charcoal	...	...	...	...	...	...	...	20	" " "
Magnesian limestone	...	...	...	...	...	...	...	1	" " "
Sulphate of alumina	...	...	...	...	...	...	...	90	" " "
Sulphate of iron	...	...	...	...	...	...	...	2	" " "
Sulphate of lime	...	...	...	...	...	...	...	35	" " "
Alumina	...	...	...	...	...	...	...	50	" " "

With respect to the blood, I would observe that it is most important to use what may be termed "live blood," *i.e.*, blood which flows direct from a healthy animal as it is being slaughtered, and which is allowed to drop or flow upon clay and is immediately mixed therewith, as blood so used retains for a considerable time the properties which fit it for use as a purifying agent.

When crude alum containing any of the above-named substances as impurities is used, the said alum should be used in sufficient quantity to furnish the proper proportions of the ingredients which it contains.

The substances above enumerated are added to the sewage in the proportion of four pounds of the mixture of the said substances to 1,000 gallons of sewage. In most cases it is preferable to mix the said substances with a small quantity of water and add the mixture in a liquid state to the sewage; the said substances are then thoroughly mixed with the sewage, which is allowed to flow into settling or precipitating tanks. The greater part of the organic and other impurities will be immediately separated in the form of large flakes, which rapidly fall to the bottom, leaving the supernatant water clear and inodorous, or nearly so. The said water may then be allowed to flow away into a river, or be disposed of in any other way, the sediment or mud being allowed to accumulate at the bottom of the tanks. The said sediment will be found to possess the power of precipitating the impurities contained in a further quantity of sewage; the said sediment may therefore be pumped or otherwise taken from the tanks and mixed with fresh sewage, the sediment therefrom being allowed to subside in the same way as before. The sediment may in some cases be used five or six times over in this way. When the sediment no longer possesses the power of precipitating the impurities in the sewage, it must be removed from the tanks and dried. Instead of mixing the sediment with a further quantity of sewage as above described, the said sediment may be removed from the tanks as soon as a stratum of sufficient depth has been deposited, and after being so removed be dried. A small quantity of a powerful acid (such as sulphuric acid, nitric acid, or hydrochloric acid, but by preference sulphuric acid) may be thoroughly mixed with the said sediment (when it is nearly dry), which will retain the ammonia in a soluble form. Any suitable acid may, however, be mixed with the sediment as aforesaid. By the term "suitable acid" I mean an acid which will combine with ammonia, and which is procurable at such price as to be commercially available. When dried the sediment will be a valuable manure. The sediment may, however, be used as a manure without the addition of an acid. The sediment may be dried in any convenient manner, as for instance, by adding a sufficient quantity of sulphate of lime, but I prefer to dry the said sediment by means of centrifugal hydro-extractors furnished with the apparatus hereinafter described. My invention further consists of the improved apparatus hereinafter described and illustrated in figures 1 to 6 (both inclusive) of the accompanying drawings, for effecting the purification of the sewage by mixing chemical substances therewith and precipitating the impurities as hereinbefore described.

Figure 1 of the said drawings is a horizontal section of the said apparatus; figure 2 is a vertical longitudinal section of the same taken on the line VZ figure 1; figures 3 and 4 are transverse sections of the said apparatus on a larger scale, the said sections being respectively taken on the lines T, U, and VX, figure 1; figure 5 is a vertical section of the mud-well hereinafter referred to; and figure 6 represents on a larger scale side and end elevations of one of the stirrers, *d*², hereinafter referred to. The same letters and figures of reference indicate the same parts in each of the several figures.

A

Improvements in the mode of purifying Sewage, &c.

A is a pit, which I term a "catch pit," into which the sewage is caused to pass on its way from the main sewer to the mixing pit B. The pit A is formed with a sloping bottom, a^1 , and a mud channel, a^2 , leading into a well, a^3 . The sewage as it passes through the said pit deposits parts of its sand and other suspended matters, which are conveyed by the channel a^2 to the well a^3 , whence they are pumped out or otherwise removed. CC are mixing pits, in which the chemical substances to be used for the purification of the sewage are mixed previously to being added thereto. The said pits are furnished with agitators or stirrers, consisting of shafts, DD, which revolve in bearings, $d^1 d^1$, and carry radial arms, $d^2 d^2$, formed of flat blades of iron twisted as represented in figure 6, so as somewhat to resemble the blades of a screw propeller. EE are endless chains carrying buckets, $e^1 e^1$, by which the chemical substances are raised from the pits CC, and delivered through troughs or channels, $e^2 e^2$, to the mixing pit B, into which the sewage passes from the culvert a^4 . The said substances are mixed with sewage by means of a shaft, F, which revolves in bearings, $f^1 f^1$, and to which are affixed radial arms, $f^2 f^2$, furnished with tangs or teeth, $f^3 f^3$, which work between stationary tangs or teeth, $f^4 f^4$, fixed either to a bar, f^5 , extending across the pit as shown, or in the bottom of the pit itself. As the shaft F revolves, the tangs or teeth, $f^3 f^3$ pass between the tangs or teeth, $f^4 f^4$ and tear up and thoroughly macerate any coarse solid matter contained in the sewage, and mix with the said sewage the chemical or other substances used for its purification. The shafts DD and F may be driven by steam or other suitable motive power. $G^1 G^1$, $G^2 G^2$, $G^3 G^3$, are precipitating tanks into which the mixture of sewage and chemical substances passes from the mixing pit B, the said mixture being introduced through a culvert $b^1 b^2$ and opening $b^3 b^3$ in the brick-work. The bottoms of the tanks slope toward the line VX, and have mud channels, $g^1 g^1$, $g^2 g^2$, $g^3 g^3$. H is a well constructed at the junction of the tanks $G^1 G^1$, $G^2 G^2$ (see figures 1, 2, and 5). The sediment or mud deposited by the sewage in the tanks $G^3 G^3$ passes into the channels $g^2 g^2$, and thence through openings, $g^4 g^4$, in the partition wall to the tanks $G^2 G^2$. The said openings may be furnished with penstocks. The sediment or mud in the tanks $G^1 G^1$ $G^2 G^2$ passes into the channels $g^1 g^1$ $g^2 g^2$, and thence through penstocks, $h^1 h^1$, into the well H, whence the said sediment or mud is removed by means of a pump or other suitable apparatus (not shown). As the sewage flows from one set of tanks to another it passes over the transverse partition walls, and the effluent water is received in the collecting culvert I, through or over which the said water is delivered to the filter K, whence the said water passes in a pure or nearly pure state to a river or other suitable outlet; or the said water may be discharged into the river or other outlet without filtration.

My invention further consists of the improvement hereinafter described in the construction of the said filter.

As filters of this description are ordinarily constructed, the top layer of filtering medium consists of charcoal or other chemical substance, which is apt to get disturbed or removed when the filter is being cleaned. Now, in order to obviate this difficulty, I stretch over the said top layer of charcoal k^1 or other chemical material a sheet of canvas, k^2 , or other similar permeable material, which protects the said charcoal or other similar chemical substance from removal or disturbance, and over the said sheet of canvas or other material I put a layer of sand, k^3 , which intercepts the coarser portions of the impurities in the effluent water aforesaid, so that when it is wished to clean the filter the said layer of sand and the impurities intercepted thereby can be removed without disturbing the charcoal or other chemical substance.

My invention further consists of the improvements hereinafter described, and illustrated in figures 7, 8, 9, 10, 11 and 12 of the accompanying drawings, in centrifugal dripping machines (otherwise known as "hydro-extractors") used for drying sewage deposit, with mud, sugar, and other moist or plastic substances.

The said machines consist of perforated metallic cylindrical baskets or sieves for containing the substance to be dried, which baskets or sieves revolve within cylindrical casings into the annular space between which baskets and casings the water extracted from the substance under treatment is thrown by centrifugal force. Such substance as it is dried accumulates around the internal circumference of the basket or sieve, and is usually removed therefrom by shovelling or digging.

Now this part of my invention consists of the machinery or apparatus hereinafter described, to be applied to centrifugal drying machines, for the purpose of removing and discharging therefrom, while the same are in motion, the sewage deposit, mud, sugar, or other substance accumulated around the side of the basket or sieve as aforesaid.

Figure 7 is a plan of part of a hydro-extractor and of the apparatus above referred to, the said apparatus being represented partly in section; figure 8 is an elevation of the same; figure 9 is a vertical section of part of a hydro-extractor furnished with the aforesaid apparatus; figure 10 is a plan of the plate e^3 hereinafter referred to; figure 11 is a plan of part of the basket B and of the plate e^4 , and tool-holder e^5 hereinafter referred to, part of the said basket being broken away in order the better to exhibit the said plate; and figure 12 is an elevation showing the way in which the discharge-pipe and cutting-tool hereinafter described are held together. The same letters and figures of reference indicate the same parts in all the figures.

A is the cylindrical casing in which revolves the basket or sieve B in which the mud or other substance is dried. The said casing and basket are of the ordinary kind. C is the dovetail bed fixed to the edge of the casing. A and D is a sliding bracket (somewhat resembling the slider of the slide-rest of a lathe) which bracket is traversed as required in the direction of a radius of the machine, by means of a screw, d^1 , turned by a winch, d^2 , which said screw works in a screw-box, d^3 , carried by the said bracket, or the said bracket may be traversed by means of any other suitable mechanical arrangement. The inner end of the bracket D projects over the inner edge of the basket B, and carries a dovetail slider, E, to which vertical motion in either direction is imparted as required by means of a worm, d^4 , affixed to or cast with an axis, d^5 , which turns in bearings, $d^6 d^6$. The thread of the said worm engages in a rack, e^1 , formed on the slider E. The axis d^7 carries a bevel-toothed wheel, d^7 , which is turned by means of another bevel-toothed wheel, d^8 , mounted on a shaft furnished with a winch, d^9 . Any other suitable mechanical arrangement may, however, be employed to raise and lower the slider E. On the lower end of the said slider is affixed or formed an axis, e^2 , and a plate, e^3 (see figure 4); e^4 (see figure 5) is another plate, which is capable of partial rotatory motion on the axis e^2 . To this plate is affixed a socket, e^5 (furnished with clamping screws) or a bracket, which socket (or bracket) carries the delivery pipe F (or a channel), to which is affixed the cutting-tool, G, used for removing the substance accumulating around the side of the basket B, the said discharge-pipe and tube being held together by a union nut, H, furnished with a shoulder, h , which abuts against a shoulder, g , on the

Improvements in the mode of purifying Sewage, &c.

the end of the cutting-tool, as represented in figure 6. $e^6 e^6$ (see figure 4) are concentric curved slots, through which pass screws, $e^7 e^7$ (see figure 5), furnished with nuts, $e^8 e^8$, by means of which arrangement the plate e^1 and the socket and cutting-tool carried thereby, can be fixed at any angle to which they may have been moved. The cutting-tool used may be either tubular or of any other form suitable for cutting. When a tubular tool is used, it may be of any convenient form in cross section, and communicates with a discharge-pipe which rises and falls with the slider E. In some cases an india-rubber or other flexible tube may be attached to a cutting length of metal tube, so as to discharge the substance at any convenient point. When a cutting-tool which is not tubular is used, the discharge pipe referred to is or may be dispensed with, and an endless travelling belt or band or an endless chain of buckets may be used for effecting the removal from the machine of the substance taken from off the side of the basket or sieve by the said tool.

The action of the apparatus is as follows:—The bracket D is moved towards the circumference of the basket B, and adjusted so as to cause the cutting-tool G to enter the substance to be removed. The said tool is then moved up and down so that as the said substance is brought under the operation of the said tool by the revolution of the said basket, a helical cut is made in the said substance. The portion thus cut away from the mass passes through the cutting-tool and the discharge-pipe in connection therewith, or (where a cutting-tool which is not tubular is used) on to the endless band or belt hereinbefore referred to. When the cutting-tool has arrived at the end of its upward or downward traverse, and before its motion is reversed, the bracket D is again moved towards the side of the basket so as to cause the said tool again to enter the substance to the depth required for the next cut.

Having thus described the nature of my invention and the manner in which the same is to be performed, I wish it to be understood that I do not confine myself to the precise details and proportions hereinbefore described, as the same may be varied without departing from the nature of my said invention; but I claim as my invention,—

Firstly—The improved mode, hereinbefore described, of deodorizing and purifying sewage or sewage-water by means of the chemical substances hereinbefore specified, and the obtaining by such means of a sediment which may be used as a manure.

Secondly—The deodorization and purification of sewage by means of sediment or mud already precipitated from sewage or sewage-water, as hereinbefore described.

Thirdly—The addition of a suitable acid to the said sediment or mud, as hereinbefore described, in order to retain the ammonia, and thereby improve the quality of the manure made from such sediment or mud.

Fourthly—The construction and use of a “catch pit” with a mud channel and well, as and for the purpose hereinbefore described.

Fifthly—The improved agitators or stirrers hereinbefore described, and illustrated in figures 1, 2, 3 and 6, of the accompanying drawings, for mixing and incorporating the chemical substances used for the purification of sewage, that is to say, revolving shafts furnished with radial arms consisting of twisted iron blades somewhat similar to the blades of a screw propeller.

Sixthly—The improved mixing apparatus hereinbefore described, and illustrated in figures 1, 2 and 3 of the accompanying drawings, that is to say, a revolving shaft having radial arms furnished with tangs or teeth which work between stationary tangs or teeth, as and for the purpose described.

Seventhly—The improved arrangement of precipitating apparatus hereinbefore described, and illustrated in figures 1, 2, 4 and 5, of the accompanying drawings, that is to say, tanks having sloping bottoms and mud channels for collecting the sediment or mud precipitated from the sewage or sewage-water passing through the said tanks, and also a well or wells into which the said sediment or mud passes from the said channels, essentially as described.

Eighthly—The improvement hereinbefore described, and illustrated in figures 1, 2 and 6^a of the accompanying drawings, in the construction of filters used for filtering sewage-water, that is to say, stretching over that which in filters of the ordinary construction is the top layer of filtering substance a sheet of canvas or other similar permeable material, and spreading a layer of sand over the said canvas or other material, as and for the purpose described.

Ninthly—The improved apparatus hereinbefore described, and illustrated in figures 7 to 12 (both inclusive) of the accompanying drawings, to be applied to hydro-extractors, for the purpose of removing therefrom the substance dried therein, that is to say, a suitable cutting-tool carried by sliders working in brackets, the said sliders being so arranged and worked as to give to the said tool the horizontal and vertical motions necessary to enable it to remove the mud or other substance accumulated around the side of the revolving basket, the said mud or other substance being discharged from the said basket either by means of an endless belt or of an endless chain of buckets, or through a pipe attached to the cutting-tool.

As witness my hand, this thirteenth day of September, 1870.

G. W. WIGNER.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to George William Wigner, this thirteenth day of April, 1871.

BELMORE.

REPORT.

Improvements in the mode of purifying Sewage, &c.

REPORT.

Sydney, March, 1871.

SIR,

The application of Mr. G. W. Wigner, for Letters of Registration for "Improvements in the mode of an Apparatus for treating and purifying Sewage, &c.," having been referred to us, we have the honor to report that we have examined the specification and drawings accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

J. SMITH.

E. C. CRACKNELL.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—two sheets.]

Fig. 1.

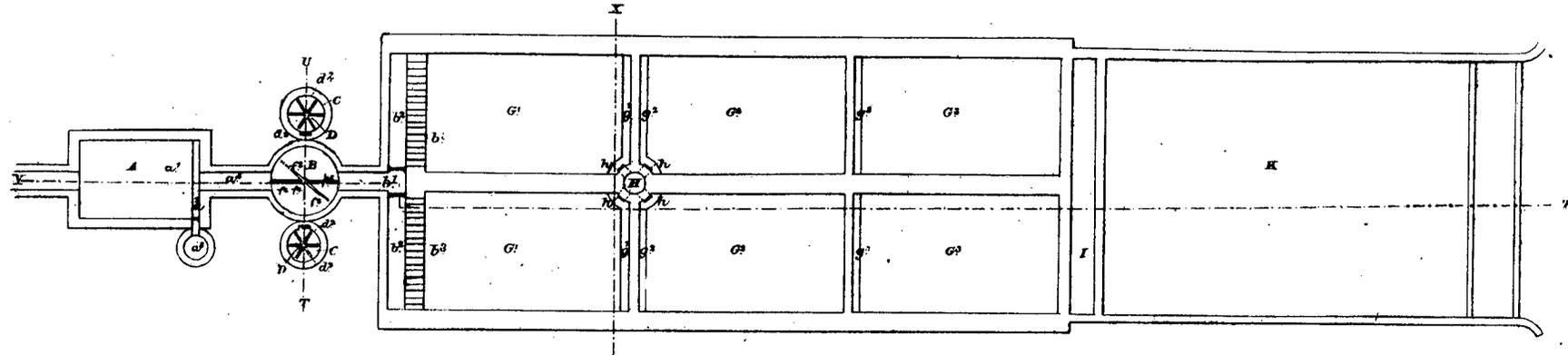


Fig. 2.

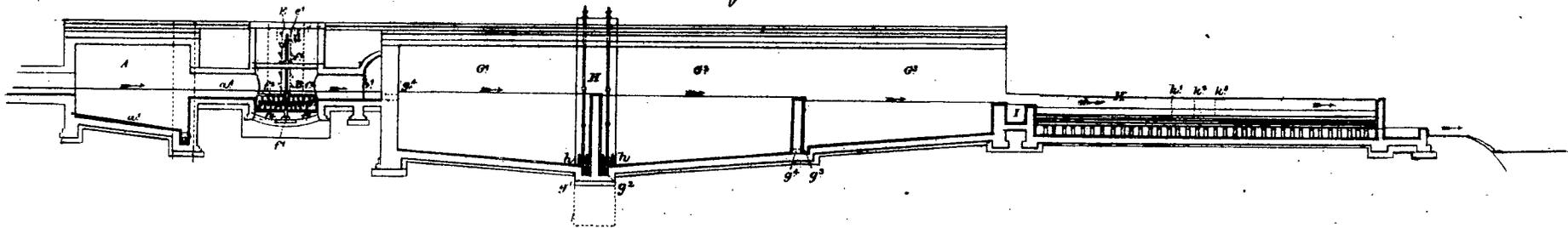


Fig. 3.

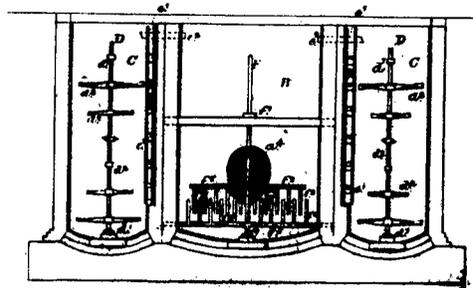


Fig. 4.

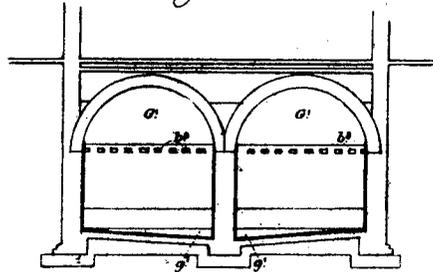


Fig. 5.

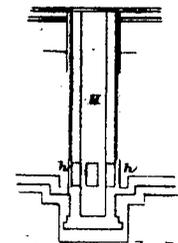
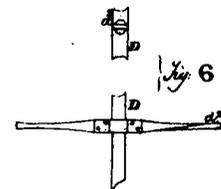


Fig. 6.



This is the Sheet of Drawings marked B, referred to in the annexed Letters of Registration granted to George William Wigner, this thirteenth day of April, 1871

Belmore

Fig. 8.

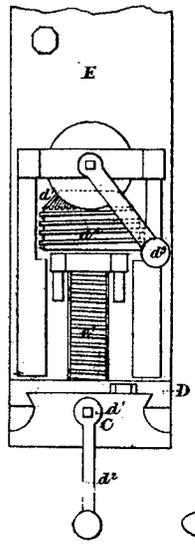


Fig. 9.

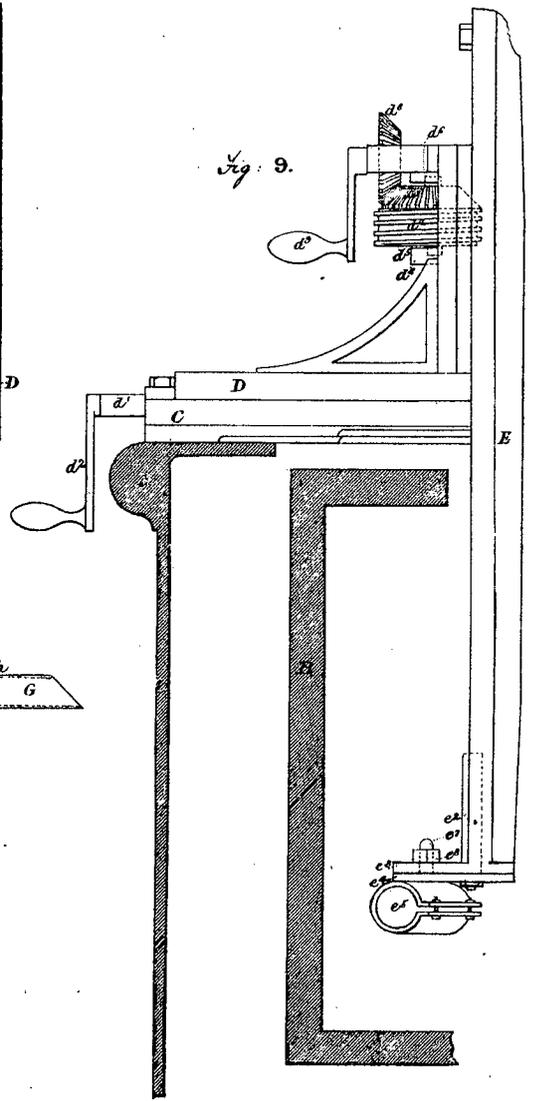


Fig. 12.

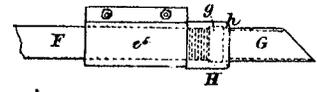


Fig. 7.

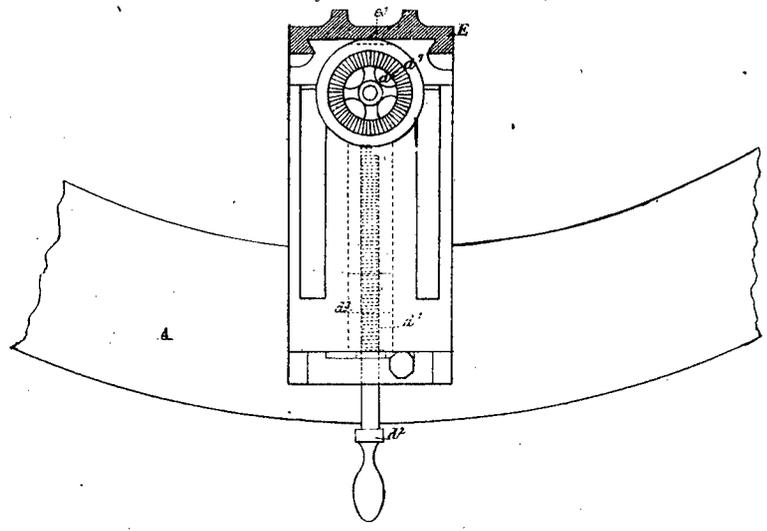


Fig. 10.

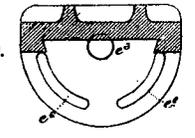
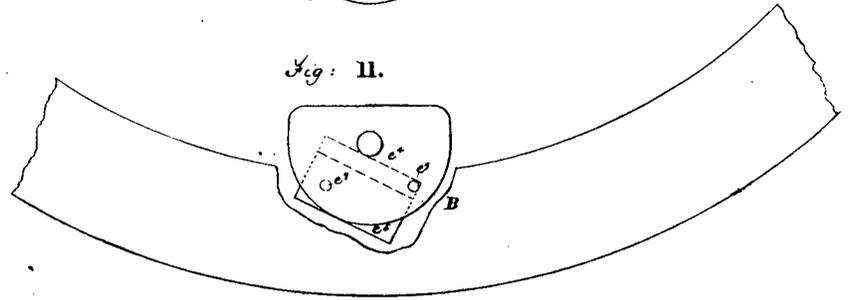


Fig. 11.



This is the Sheet of Drawings marked C, referred to in the annexed Letters of Registration granted to George William Wigner, this thirteenth day of April, 1871.

Belmore



A.D. 1871, 13th April. No. 269.

IMPROVEMENTS IN THE METHOD OF CONSTRUCTING SOAKS OR DIPS FOR WASHING OR DIPPING SHEEP.

LETTERS OF REGISTRATION to Henry Dale Edwards and William Thomas Gore, for Improvements in the method of constructing Soaks or Dips for washing or dipping Sheep.

[Registered on the 14th day of April, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS HENRY DALE EDWARDS and WILLIAM THOMAS GORE, both of Melbourne, in the Colony of Victoria, civil engineers, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in the method of constructing Soaks or Dips for washing or dipping Sheep," which is more particularly described in the specification and sheet of drawings which are hereunto annexed ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report in part favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Henry Dale Edwards and William Thomas Gore, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, so far only, however, as the mechanical appliances described in the said specification and sheet of drawings are concerned, for and during the term of fourteen years from the date hereof ; to have, hold, and exercise unto the said Henry Dale Edwards and William Thomas Gore, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said Henry Dale Edwards and William Thomas Gore shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirteenth day of April, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Soaks or Dips for washing or dipping Sheep.

SPECIFICATION of HENRY DALE EDWARDS and WILLIAM THOMAS GORE, both of Melbourne, in the Colony of Victoria, Civil Engineers, for an invention intituled "Improvements in the method of constructing Soaks or Dips for washing or dipping Sheep."

OUR invention consists of certain improvements in the method of constructing Soaks and Dips for washing or dipping Sheep, which have for their object the easy removal of the dirt resulting from either of these operations, whilst at the same time retaining the great body of the water or ley in which the sheep have been soaked or dipped.

In order to accomplish this purpose, we construct each of our soaks or dips with adjustable false bottoms, so as to form two distinct chambers when required; the upper one being for the purpose of retaining the great body of the water or ley in which the sheep have been soaked or dipped (as the case may be), and the lower one being simply a receptacle for the dirt which is precipitated during the operation. The communication between these two chambers is kept open until it is thought advisable or necessary to cleanse the lower chamber from the dirt which has accumulated in it, when the false bottom is placed in position so as to isolate each chamber. The lower chamber is then flushed out (provision being made for this purpose), and the communication between the two chambers renewed.

Now it is evident that the mechanical details of this method of constructing soaks or dips might be greatly altered or varied without departing from the nature thereof, so that, although in the drawings hereto attached we have illustrated the best method that we are acquainted with for accomplishing the objects of our invention, we do not confine ourselves to the mechanical details therein set forth.

Referring to these drawings, where the nature of the different views and the scale upon which they are drawn is distinctly marked, it will be found that the soak or dip tanks are marked A, the false bottoms (which are made in the shape of long conical valves) B C and D, B being the upper half, C a layer of india-rubber between the edges of the two halves, and D the lower half. E are parallel motion links, F valve seat or framing for false bottoms, J cam, K outlet valve, L inlet valve, M cam handle, N supports, and P cam spindle.

When about to be used, the outlet and inlet valves are closed, the false bottoms raised as shown in transverse section, and water or ley supplied. The sheep are then soaked or dipped (as the case may be), and the dirt descends and passes down each side of the false bottoms into the lower chamber or dirt receptacle. When required, the false bottoms are closed by means of cam handle M, the outlet valve K is opened, and this lower chamber flushed by means of a stream of water or ley supplied through inlet valve J. These two valves are then closed, and communication between the two chambers reopened by raising the false bottoms again.

The method of raising and lowering the false bottoms can be seen clearly on reference to the drawings, the spindle P having a cam, J, fixed on it underneath each false bottom, so that by turning round said spindle the false bottom is raised, and by returning it the false bottom is lowered.

We claim,—

1st. The construction of soaks or dips for washing or dipping sheep, with adjustable false bottoms so as to form two distinct chambers when required, in the manner and for the purposes substantially as herein described and explained.

2nd. The peculiar construction of these false bottoms and the mechanical arrangements for adjusting them, as illustrated in the drawings hereto attached, and marked B C D E F J M and P.

In witness whereof, we, the said Henry Dale Edwards and William Thomas Gore, have hereto set our hands and seals, this twenty-second day of December, one thousand eight hundred and seventy.

HENRY DALE EDWARDS.
W. T. GORE.

This is the specification referred to in the annexed Letters of Registration, granted to Henry Dale Edwards and William Thomas Gore, this thirteenth day of April, 1871.

BELMORE.

REPORT.

Water Police Office,
Sydney, 24 February, 1871.

SIR,

We have the honor to return herewith the Petition of Messrs. Edwards and Gore for Letters of Registration for improvements in the method of constructing Soaks or Dips for washing or dipping Sheep, forwarded to us with the accompanying drawings and specification herewith, also returned by your blank cover communication of the 18th instant, and to state that we have carefully considered the same.

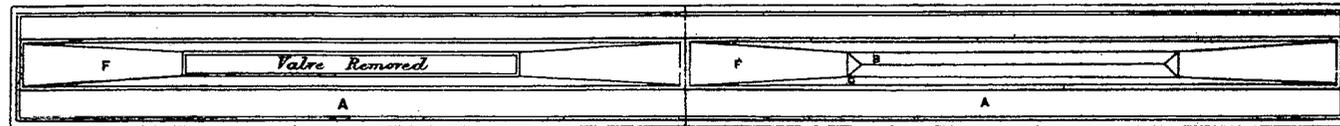
We now beg to recommend that Letters of Registration be granted to the Petitioners, for the improvements in the method of constructing Soaks or Dips described in detail in the drawings and specifications submitted by them, but we are of opinion that in the said Letters they should be confined to the mechanical appliances which they have thus described.

We have, &c.,

CHARLES COWPER, JUNIOR.
A. O. MORIARTY.

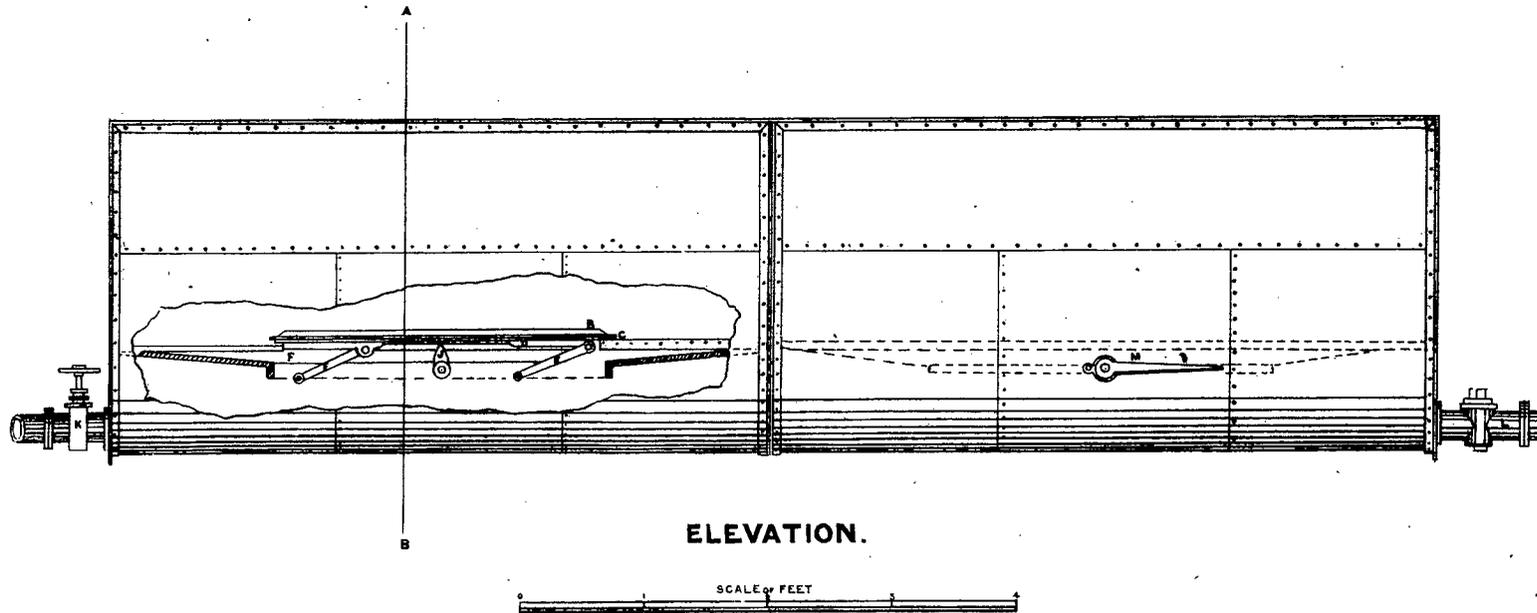
THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

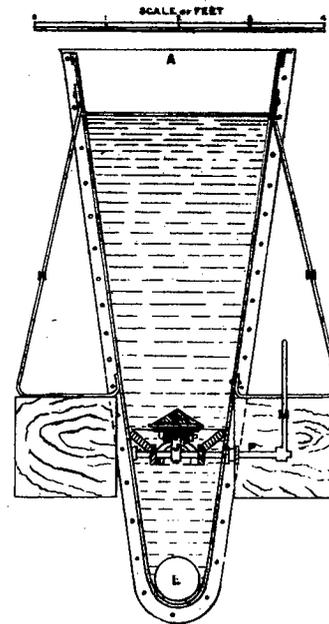


This is the Sheet of Drawings referred to in the annexed Letters of Registration granted to Henry Dale Edwards and William Thomas Gore, this thirteenth day of April, 1871.
Belmore

PLAN



ELEVATION.



TRANSVERSE SECTION AT A. B.

[25]



A.D. 1871, 11th May. No. 270.

IMPROVEMENTS IN OBTAINING MOTIVE POWER BY MEANS OF AIR AND STEAM, &c.

LETTERS OF REGISTRATION to George Warsop, for Improvements in obtaining Motive Power by means of Air and Steam, &c.

[Registered on the 13th day of May, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :—

WHEREAS GEORGE WARSOP, of No. 9 Burton-street, Nottingham, England, Engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in obtaining Motive Power by means of Air and Steam, and in Apparatus employed therein," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said George Warsop, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said George Warsop, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said George Warsop shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eleventh day of May, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in obtaining Motive Power by means of Air and Steam, &c.

SPECIFICATION.

TO ALL TO WHOM IT MAY CONCERN:

BE it known that I, GEORGE WARSOP, of No. 9, Burton-street, Nottingham, Engineer, am in possession of an invention for Improvements in obtaining Motive Power by means of Air and Steam, and in Apparatus employed therein; and I, the said GEORGE WARSOP, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof, that is to say:—

This invention has for its object improvements in obtaining motive power by means of air and steam, and in apparatus employed therein. The machinery which I employ consists of a steam boiler and an engine, which may be similar to those now in use, and the engine works an air pump or pumps, drawing in cold air and forcing it through a coil of pipes or other suitable chamber heated by the furnace, and from this heated coil or chamber the air passes into the boiler, and is caused to rise in a finely divided state through the water therein contained. The air and steam together pass from the boiler to work the engine. The heating of the air after it leaves the pump or pumps may be effected by passing it through hollow fire-bars, or apparatus such as is now employed for superheating steam may be used for heating the air. The air is caused to be finely divided as it passes through the water, by means of partitions of wire gauze or other openwork or perforated material. The engine may be either a condensing or non-condensing engine; if it be a condensing engine, I employ the air-forcing pump to aid in drawing the air from the condenser.

In order that my said invention may be most fully understood, I will proceed to describe the manner in which I prefer to carry the same into effect.

I take an ordinary high-pressure steam-engine, but of larger size than would, if it were worked in the ordinary manner, be required for the office which it has to perform, and I apply to this engine—which, in the first instance, I will suppose to be non-condensing—an air-pump or air-pumps, by preference of such capacity that for each stroke they will together yield a measure of compressed air of the boiler pressure of the engine, equal to about one half to $\frac{2}{3}$ of the measure of mixed air and steam which is expended at each stroke of the engine. In this case more than half of the power obtained in the working cylinder will be expended again in compressing the air, and the area of the working cylinder must be proportionally large. These proportions, however, may be varied, and it is advantageous frequently so to construct the engine that they may be varied from time to time as may be required, by altering the effective length of stroke of the air pumps, then by reducing the quantity of air a greater power may be obtained from the engine, but less economically. The air-pumps may conveniently be worked by eccentrics or cranks on the main shaft of the engine, and may be of ordinary construction. I prefer that the valves of the air-pump should be ordinary conical valves, and the valves should be of sufficient area to give free passage to the compressed air, with but a short lift; for it is important to the proper working of the engine that the valves should close again rapidly as soon as the stroke of the pump is completed. The inlet valve may in each case be a spring pallet working over a passage in the piston, which is of a sufficient area freely to admit the air, and the pallet spring is not sufficiently strong to oppose to it any considerable resistance, but the spring is yet sufficient when the entry of the air ceases to cause the immediate return of the pallet, so that it may cover closely the mouth of the inlet passage at the time that the delivering stroke of the air-pump commences.

The boiler may be of any good construction; so long as it has a considerable water capacity and depth it need not be larger than in the ordinary proportion to the effective power of the engine. In the flue, or otherwise in connection with it, an air-heating apparatus is provided; such a heating apparatus may be used as has heretofore been employed for superheating steam; it should be capable of raising the compressed air from the air-pumps to a temperature at least equal to, and advantageously it may somewhat exceed, the saturated steam temperature corresponding with the pressure at which it is intended to work. The engine may be worked at any high pressure; 50 lbs. per square inch above the atmospheric pressure is a suitable and convenient pressure, but greater economy may be obtained by the use of a higher pressure. Coils of wrought-iron pipes in the boiler furnace and flue form a convenient air-heating apparatus, and in small engines a part of the coil may advantageously form the fire-bars of the boiler. The compressed air, after passing through the heating apparatus, is admitted into the boiler at the lowest part of the water space, through a valve which is employed to prevent the escape of water from the boiler into the heating apparatus; this valve also, it is found convenient to make like the exit valves of the air-pumps. The heated air, as it rises up through the water in the boiler, is caused to be divided into as many and minute streams as possible, by means of suitable partitions. I have found for this purpose the use of wire gauze to be convenient, and I arrange it as observation may in each case suggest. Wherever the air rises up in quantity, there I oppose to it a number of thicknesses of wire gauze sufficient to reduce the flow, and in this way I distribute the air, and cause it to ascend equally, or nearly so, in every part of the boiler. It is important that the distribution of the air amongst the water in the boiler should be attended to, for in this engine one main purpose which the water in the boiler performs is to regulate the heat of the air, absorbing from it any excess of heat it may have acquired before it enters the boiler, or supplying heat to it, as the case may require. The air and steam together pass from the boiler to the engine and are admitted to the working cylinder as when using unmixed steam, but in this case the power of the engine will result for the greatest part, or in great part, from the expansion of the air by heat between the time when it is taken in by the air-pumps and the time when it is passed together with the steam into the working cylinder. The degree to which the steam and air are expanded in the working cylinder will, as heretofore, depend on the conditions of the application in each particular case, but I would remark that with this engine expansion may advantageously be carried to a considerable extent without there being any necessity to steam-jacket the cylinder, the cylinder being simply clothed with felt in the usual way.

When the expansion is to be carried far, it is desirable that the air should enter the boiler at a temperature considerably above that of the water which the boiler contains, and then the mixed steam and air will pass off from the boiler at a heat a good many degrees above that of saturated steam at a corresponding pressure, or in fact, the steam which the mixture contains will be, to a small extent, superheated, and so is in a state to be very advantageously worked expansively.

The

Improvements in obtaining Motive Power by means of Air and Steam, &c.

The exhaust steam and air from the engine I cause to pass through a tubular casing; it is clothed with felt to prevent loss of heat, and the pipe which receives the compressed air immediately it comes from the air pumps is made to pass through the interior of the casing from end to end, entering it near where the exhaust air and steam escape, and leaving it to pass to the air-heater near where the exhaust steam and air enters from the cylinder. The casing should be made sufficiently long to avoid any great loss of heat with the exhaust air and steam if the engine be of the non-condensing class.

When a condensing engine is used, I connect the air-forcing pump with the condenser, so that through the greater part of its stroke it sucks from the condenser, but towards the end of the stroke the piston of the air-forcing pump passes over a port in the side of the cylinder, and this port admits air of atmospheric pressure by a passage fitted with an inlet valve.

I would remark that, by means of these arrangements, the theoretical economy of an air-engine—that is to say, that of an engine worked by the expansion of air by heat—are to a considerable extent practically realized, whilst many of the difficulties attendant on the use of air-engines are avoided. The steam boiler affords a ready means of regulating the temperature of the air, as already stated, and also of obtaining the requisite pressure for starting it,—ensures that the temperature of the mixed air and steam passing to the cylinder shall never rise so high as to injure the lubricants there employed,—and the steam itself, as in an ordinary steam-engine, furnishes sufficient moisture to prevent the rubbing surfaces from being absolutely dry. The manner adopted for heating the air also, it may be observed, is such as to preclude the possibility of the air carrying with it dust and cutting particles into the working cylinder. The engine may, where the nature of the work renders it desirable, have more than one working cylinder; and again, it is not essential to my invention that the engine should be of the cylinder construction,—it may be a rotary engine, although in all cases I prefer a cylinder engine.

The invention is applicable to locomotive as well as to stationary and portable engines; and, in its application to locomotive engines, a considerable advantage is that the quantity of water which is required for its supply is much smaller than is required by an ordinary steam-engine of the same power. In the case of locomotives, the air may first be heated by passing through a coil of pipes in the smoke-box before passing into the heating apparatus in the furnace, and so utilize the waste heat in the smoke-box. In some cases, especially in large engines, a separate fire may be employed for the air-heater.

What I claim as my invention is, the combining air-forcing apparatus, with an engine suitable to be worked by steam or other fluid, such air-forcing apparatus taking in air in a cold or comparatively cold or unheated state, and forcing it through a pipe or passage heated by a furnace externally, and thence into a boiler, from whence, in a heated state and in combination with steam generated in the boiler, it passes to the engine, which it actuates as herein described.

I also claim the so arranging the air-forcing apparatus employed in combination with a condensing engine that it may aid in withdrawing the air from the condenser as herein described.

In witness whereof, I, the said George Warsop, have hereunto set my hand and seal, this twentieth day of December, in the year of our Lord one thousand eight hundred and seventy.

GEORGE WARSOP.

This is the specification referred to in the annexed Letters of Registration, granted to George Warsop, this eleventh day of May, 1871.

BELMORE.

REPORT.

Sydney, 13 April, 1871.

SIR,

The application of Mr. George Warsop, for Letters of Registration for "Improvements in obtaining Motive Power by means of Air and Steam, and in Apparatus employed therein," having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

J. SMITH.
JOHN WHITTON.

THE PRINCIPAL UNDER SECRETARY.

[29]



A.D. 1871, 11th May. No. 271.

IMPROVEMENT IN CARRIAGE-BRAKES.

LETTERS OF REGISTRATION to Andrew Newell, for an Improvement in Carriage-brakes.

[Registered on the 13th day of May, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS ANDREW NEWELL, of Collins-street West, in the City of Melbourne, in the Colony of Victoria, merchant, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of an "Improvement in Carriage-brakes," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Andrew Newell, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Andrew Newell, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Andrew Newell shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this eleventh day of May, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvement in Carriage-brakes.

SPECIFICATION of Invention of ANDREW NEWELL, of Collins-street West, in the city of Melbourne, in the Colony of Victoria, for Improvement in Carriage-brakes.

I, Andrew Newell, of Collins-street, in the city of Melbourne, in the Colony of Victoria, merchant, do hereby declare that the following is a full, clear, and exact description of my invention for "Improvements in Carriage-brakes," which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification.

My invention relates to Carriage-brakes, and my object is to effect an improved combination of the parts operating in connection with the brake-bar.

Figure 1 is a plan-view of a running part of a wagon provided with my improved brake.

Figure 2 is a longitudinal sectional elevation of the same, and

Figure 3 is a modified arrangement, adapted to lighter carriages.

Similar letters of reference indicate corresponding parts.

A represents the brake-shoe supporting bar, and B, a tongue or bar attached thereto, and extending nearly to front axle, and then through a slotted plate, C.

These bars A and B are arranged on the frames or bars D, to slide back and forth a short distance, to move the brake-shoes E against the hind wheels or away from them.

For moving them, the front axle F, to which the curved plate is attached, is allowed to move back and forth under the bolster G, the king-bolt H being arranged in a slotted plate, I, projecting forward of the axle and attached thereto, to admit of such movement, the same being effected by the action of the animals in holding back, in going down-hill, or pulling a-head when not going down-hill.

K is a small plate attached to the under side of the bolster, and arranged to arrest the backward moving of the axle.

The brake-shoes E are made eccentric to the pivots on the working faces L, to increase the pressing as they are rolled down by the friction of the faces of the wheels of the wagon, and thereby bind more effectively with the same amount of sliding movement than would be the case if made concave, and dependent wholly on the movement of the bar A towards the wheels for their resistance.

In figure 3 I have shown a modified arrangement of the axle, bolster, and king-bolt, adapted for light carriages, in which the slotted plate I is dispensed with, and a slot is made on the angle-plate K, also a groove in the under side of the rocker G, and the king-bolt passes through the axle in the usual way.

The axle strikes against the end of the bar B, and forces it back, where it may be left to be moved forward again to relieve the wheels, by the action of the latter thereon, or the bar may be connected with the axle in any suitable way to be drawn forward.

Having thus described my invention,—what I claim as new, and desire to secure by Letters of Registration, is, the combination with bolster, sliding front, axle, and king-bolt of the angle-plate K and slotted plates C I, relatively arranged as described, to regulate the backward and forward throw of the axle.

ANDW. NEWELL.

This is the specification referred to in the annexed Letters of Registration, granted to Andrew Newell, this eleventh day of May, 1871.

BELMORE.

REPORT.

Sydney, 3 April, 1871.

SIR,

The application of Mr. Andrew Newell for Letters of Registration for an "Improvement in Carriage-brakes" having been referred to us, we have examined the specification and drawing accompanying the same, and we have now the honor to report that we see no objection to the issue of Letters of Registration, as prayed for.

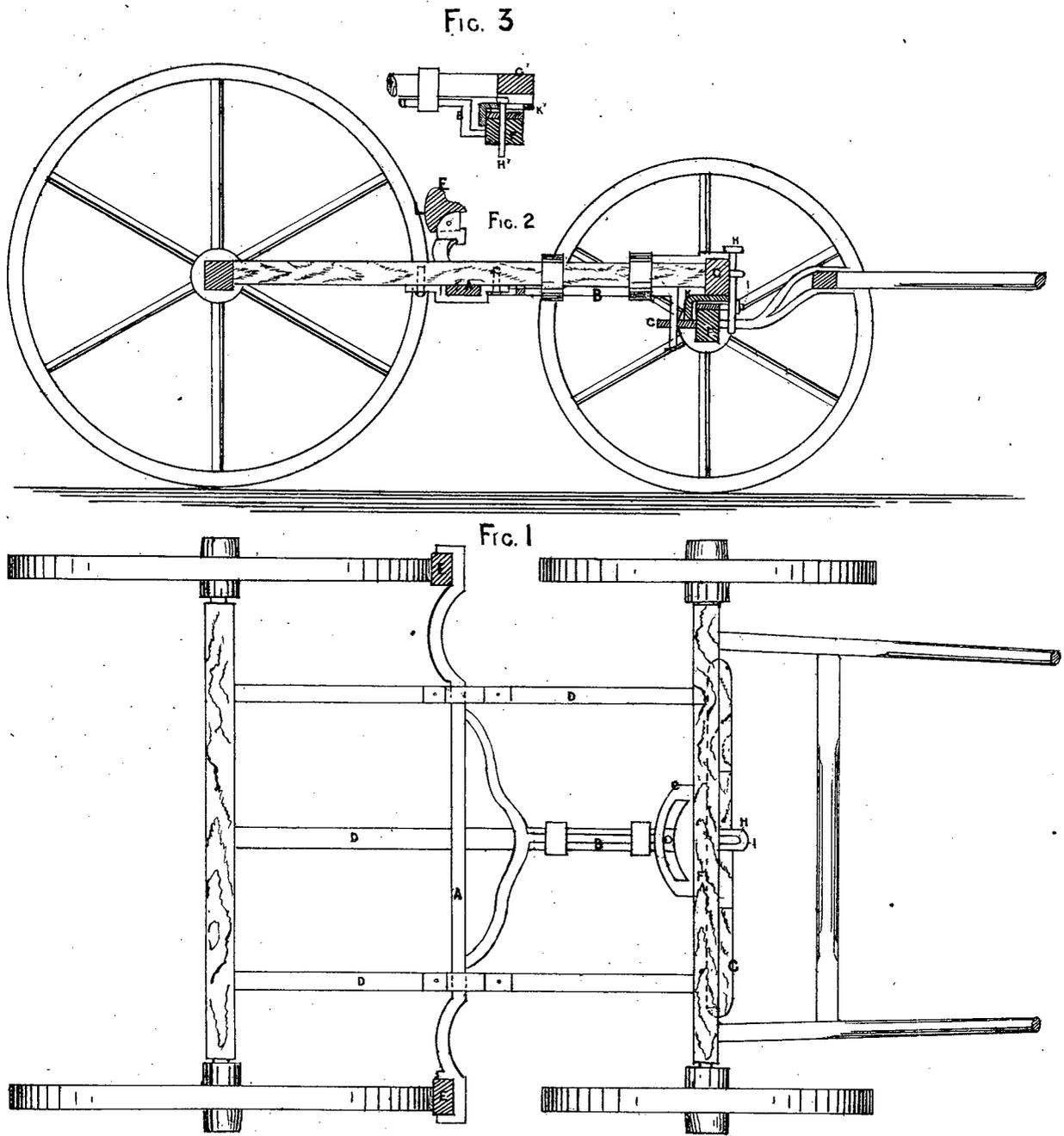
THE UNDER SECRETARY,
COLONIAL SECRETARY'S OFFICE.

We have, &c.,
JOHN WHITTON.
A. O. MORIARTY.

[Drawings—one sheet.]

IMPROVEMENT IN CARRIAGE BRAKES.

PLAN



*This is the Sheet of Drawings referred to in the annexed
 Letters of Registration granted to Andrew Newell, this
 eleventh day of 1871.*

Belmore

(Sig 1)

[31]



A.D. 1871, 17th May. No. 272.

IMPROVEMENTS IN MACHINERY FOR MAKING BRICKS, &c.

LETTERS OF REGISTRATION to Riley Briggs, Augustus Morand, and Thomas Shann Derham, for Improvements in Machinery for making Bricks, &c.

[Registered on the 17th day of May, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS RILEY BRIGGS, AUGUSTUS MORAND, and THOMAS SHANN DERHAM, of Leeds, in the County of York, in England, have by their Petition humbly represented to me that they are the assignees of the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in Machinery for making Bricks and similar articles," which is more particularly described in the specification, marked A, and the three sheets of drawings marked B C and D respectively, all of which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Riley Briggs, Augustus Morand, and Thomas Shann Derham, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Riley Briggs, Augustus Morand, and Thomas Shann Derham, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Riley Briggs, Augustus Morand, and Thomas Shann Derham, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Machinery for making Bricks, &c.

A.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME :

BE it known that we, RILEY BRIGGS, AUGUSTUS MORAND, and THOMAS SHANN DERHAM, all of Leeds, in the County of York, in that part of the United Kingdom of Great Britain and Ireland called England, are the assignees of the author or designer of an invention for "Improvements in Machinery for making Bricks and other similar articles"; and we, the said Riley Briggs, Augustus Morand, and Thomas Shann Derham, do hereby declare the nature of the said invention, and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement thereof (that is to say):—

This invention has for its object improvements in machinery for making bricks and other similar articles, for which purposes, according to this invention, the crushing-rolls, pug-mill, moulds, and pressing-dies, with their actuating mechanism, are all arranged in combination upon one base plate, and the material to be worked is fed through a hopper to the crushing rolls, passing thence into the pug-mill, wherein it is tempered, and which forces it into the moulds, wherein it is formed (when making bricks) into perfect common or unpressed bricks of the ordinary well-known descriptions; and these unpressed bricks are afterwards conveyed by self-acting means from the moulds to the pressing-dies, which latter are made slightly larger laterally than the former, and wherein the bricks are finally pressed and condensed (to prepare them for drying or baking) between top and bottom plates combined with cross heads and side rods.

The crushing rolls are actuated by worm wheels and worms or endless screws running in vessels containing oil or other lubricant, and the pug-mill is provided with an adjustable trap-door or opening at its lower end, which serves as a vent in case of an excessive downward pressure of the clay, and for other useful purposes. The moulding table is caused to rotate intermittently by means of a ratchet and pawl held in position by a spring, and provided with an eccentric cam or device for throwing it out of gear, the pawl receiving motion through suitable connections from a crank disc or cam worked by gearing from the main shaft. The bottom plates of the moulds in the upper portion of the moulding table are provided with projecting stalks or rods passing through guides in a lower portion of the table, to prevent the plates from getting jammed in the mould boxes, and are furnished with anti-friction rollers running on inclines, for lifting the plates and thereby raising the moulded bricks out of the moulds. The moulds are lubricated by a pad carried by a rod or plunger, to which reciprocating motion is imparted, and the upper parts of the moulded bricks are afterwards passed under a lubricating roller or pad. By these means the bricks, on afterwards entering the pressing dies, are caused to lubricate them and their respective plates, so as to prevent the adhesion of the bricks thereto, for which purpose also the top plate of the press is suitably heated, preferably by passing steam through it. The shaft for giving motion to the moulding table carries also a cam, which by means of suitable connections actuates the slide of the steam cylinder. The moulded bricks are moved from the moulding table to the pressing dies by means of a lever or rod, which receives intermittent motion from a cam carried by the cam shaft already referred to; and in connection with this lever is a stop or guard lever or rod arranged to act in combination therewith, so that the guard lever approaches the other lever and determines the precise point to which the moulded bricks are delivered. Each pressed brick, on being expelled from the pressing die, is pushed forward by the approach of the succeeding moulded brick to the delivering apparatus, by which it is removed away from the machine ready for drying or baking. This delivering apparatus consists of an endless band or belt, or bands or belts, receiving motion in a peculiar manner by passing under and over driving pulleys or rollers, by which it or they is or are held so as to prevent slipping, and in combination with the delivering apparatus is a brush placed above it and rotating in a contrary direction, so as to remove the excrescences and loose particles of clay or plastic material from the faces of the bricks or cakes. These improvements are applicable to the manufacture of tiles and other similar articles, by adapting the moulds and dies to the articles to be moulded and pressed. The moulds and dies may be arranged singly or in sets of two or more, so as to produce several bricks or other articles simultaneously. We have described above a complete process of making a completely compressed brick, but the apparatus is so constructed and arranged that if necessary that part of it only which is used in forming unpressed bricks can be detached and be successfully employed in making ordinary unpressed bricks, which in that state are fit for ordinary use.

We will now proceed to describe the manner of carrying the said invention into effect, reference being had to the accompanying drawings, in which figure 1 (sheet 1) is a sectional elevation, through the lines AB, figures 2 and 3, of a machine constructed according to this invention; figure 2, an elevation, partly in section, at right angles to figure 1; figure 3 (sheet 2) a sectional plan through the line CD of figures 1, 2, and 5; figure 4, a detached section (through EF, figures 1 and 2) of the ratchet motion by which intermittent motion is given to the moulding table; figure 5, a detached elevation of the steam-press; figure 6, a plan of the press cylinder; and figure 7 (sheet 3), a plan of the top of the machine, with worm wheels in section.

aa are a pair of crushing rollers, and *a¹a¹* scrapers to prevent the clay clinging to them. These scrapers rest in bearings at each end in the ordinary manner, and are kept in contact with the rollers by balance weights placed at the ends of rods, as shown in figures 1 and 2. *b* is the pug-mill; it is made in four parts bolted together, as shown, for greater convenience in erection and management, and is provided as usual with a hopper, *b¹*, for catching all that falls from the rollers, and having a sliding or adjustable door, *b²*, provided with a suitable handle as shown. *c* is the pug-mill shaft, provided with knives, *d*, and a double-bladed bottom knife, *d¹*. *e* is the table, turning on a fixed stud, *e^{*}*, and bearing upon an anti-friction roller, *y*, placed under that part of the table which is beneath the pug-mill. *e¹ e¹* are the moulds in the table; *e² e²*, their bottom plates; *e³ e³*, their stalks or guide rods; and *e⁴ e⁴*, the anti-friction rollers, which raise the rods by passing up an incline, *e⁵* (seen best in figure 1), and move the plates and moulded bricks from the position shown at X to that at Y. *f* is the bottom disc, and *g* the ring from which it receives motion by means of the pawl *h*. *h¹*, a spring which presses the pawl *h* into the recesses of the ratchet disc *f*; and *h²*, an improved eccentric or cam arrangement for drawing the pawl *h* back and holding it out of gear, so that

the

Improvements in Machinery for making Bricks, &c.

the other parts of the machine may be worked without turning the table. The eccentric or cam h^2 has its eccentric portion in contact with the ring g , and turns on an axis fixed to the pawl h ; it is shown in figure 4, in such position that the pawl h will gear with the teeth of the ratchet disc f and cause it to rotate, but if the position of the eccentric or cam h^2 is reversed by turning it half-way round on its axis in the direction shown by the arrow, by means of the handle h^3 attached to it for that purpose, the pawl h will then be lifted clear of the teeth in the ratchet disc f and the machine may then continue to operate, and the ring g to reciprocate without moving the table e , reciprocating motion (in this case through about a quarter of a revolution) is given to the ring g by means of the connecting rod g^1 , whose other end is actuated by the pin of the rotating crank or disc g^2 affixed to the shaft o . A second pawl, y^1 , prevents any return motion of the table. i is the cylinder of the press by which the moulded bricks are pressed, and i^1 its piston and piston rod, which we prefer to cast in one piece as shown. The piston rod is rigidly connected with two cross-heads, j, j^1 , and side rods, j^2 . The upper cross-head j carries the top pressing plate j^3 , and the lower cross-head j^1 is connected with the bottom plate j^4 by means of vulcanized india-rubber springs, j^5 , passing at their upper parts over pins, j^6 , fixed to the bottom pressing plate j^3 , and at their lower parts under similar pins attached to the lower cross-head j^1 . These elastic rings serve to keep the bottom plate and lower cross-head as closely together as possible, and to prevent the up-stroke of the cross head from projecting the plate upwards. k is the die in which the bricks are pressed. This die is made slightly larger laterally than the moulds e^1 ; the proportion of increase which we have found best in making ordinary pressed bricks being about two-tenths of an inch in each direction. l, l, l are the rollers for driving the delivery belt or band m , which passes also over a small roller, l^1 , for bringing it close to the press die. n is the valve rod actuated intermittently from the shaft o , by means of the cam p and lever p^1 , whose fulcrum is carried by a bracket at the point p^2 , as will be readily understood from the drawing. The lever p^1 is slotted, and in its slot it carries an adjustable spindle, provided with an anti-friction roller, which takes into the groove in the cam p , but may be drawn back out of the influence of the cam by unscrewing a nut and sliding the spindle along the slot in the lever. The nut is by preference made in the form of a small hand-wheel, as shown at p. 3. r is the delivering lever by which the moulded bricks are delivered from the rotating moulding table e to the press die k . This lever, whose fulcrum is at r^1 , is actuated by a second cam, r^2 , on the shaft o , and gives a reciprocating motion to a slide, r^3 , faced with felt or other woollen material, and working on a fixed slide bar, r^4 . The lever r also gives motion, through a connecting rod, s , to the check or guard lever t , having its fulcrum at t^1 . The moulds e^1 are lubricated in succession by the padded plunger u , which is attached to and reciprocates with the rod w^1 , working in the fixed guide w^2 , and actuated by the disc w^3 and connecting rod w^4 , as shown best in figure 2. In combination with this arrangement for lubricating the sides and bottoms of the moulds, and from them the corresponding parts of the bricks, we employ a lubricating roller, v , carried by an arm, v^1 , hinged at v^2 . This roller lubricates the upper sides of the moulded bricks as they pass under it on their way to the press. w is a tank or vessel formed in the cast-iron framing of the machine, and contains oil or other lubricant, which is supplied to the plunger u and roller v by means of pipes, w^1 , provided with regulating taps or cocks, w^2 . We prefer to use a pipe having two branches with taps or cocks (as shown in figure 3) for supplying lubricant to the plunger, but for the roller we have found that one orifice is sufficient.

To further guard against adhesion of the brick to the top plate of the press, we heat the latter by passing steam through it. The steam may be taken from the under side of the press cylinder by elastic or jointed pipes, and passed through a hole formed in the top plate, the waste steam being conducted away from the opposite end of the hole by means of another elastic or jointed pipe leading to a drain or otherwise as may be most convenient. 1 is the driving pulley by which motion is imparted to the machine through the medium of a clutch, 2, keyed to the shaft 3, and which clutch may be thrown out of gear by the handle 4 in the ordinary manner. 5 is a pinion keyed to one end of the shaft 3, and giving motion to the wheel 6 keyed on to the shaft 7; this shaft 7 also carries the spur wheels 8 and 9 and the mitre wheel 10.

The spur wheel 8 gives motion to another spur wheel, 11, turning on a fixed stud. This wheel 11 gives motion to the vertical shaft o , through the medium of the mitre wheels 12 and 13. The wheel 9 gives motion to the wheel 14 for actuating the disc w^3 . The mitre wheel 10 gives motion to the mitre wheel 15 which is keyed upon the shaft c of the pug-mill. The driving shaft 3 also carries two worms, one of which is shown in section at 16, figure 2, and both of which are seen in plan at figure 7. These worms run in vessels containing oil or other lubricant, as shown in section at 17 in figure 2, and in plan at figure 7. The worms impart motion in opposite directions to two worm wheels, one of which is keyed to the shaft of each crushing roller, as shown at 18 in figures 2 and 7. The shaft o carries a spur-wheel, 19, which drives the delivery rollers l , through the medium of the spur and mitre wheels 20, as is shown in plan at figure 3. The shaft of one of the delivery rollers l carries a band wheel, 21, from which motion is imparted to the band wheel 22, secured to the axis of the cylindrical brush 23, as shown in figures 1 and 3. In the arrangement we have drawn, the motive power of the press is obtained from steam entering the valve-chest i^2 by the pipes 24, and exhausting through the pipe 25, but we do not confine ourselves to this precise arrangement of press. Q is the base plate upon which the whole of the mechanical parts are arranged to operate in combination, z, z being the main pillars and framing of the machine, as is clearly illustrated in the drawings. z^1 is an ordinary platform for the attendant, which is shown only in figure 1.

The operation of the machine is as follows:—The clay or brick earth is thrown into the hopper H above the rollers aa , by passing between them, it is crushed, and it then enters the pug-mill b , falling by its own gravity until it comes under the influence of the helical knives d, d . These knives d, d rotate, and so cause the clay or brick earth to descend, and while it is descending the said knives mix and amalgamate it, and water is admitted through perforations in the pipe P (the supply of which may be regulated by the attendant) for the purpose of rendering the clay or brick earth plastic. The descent of the clay continues until it is forced by the double bottom knife d^1 in a compact mass into the mould X. When this mould is full the table e rotates by means of the intermittent motion it receives from the disc f and ratchet h , before referred to; the brick is then passed under the lubricating roller v , by which its top is lubricated; it is then raised by the incline e^5 to the position shown at Y in figures 1 and 3, and from this position it is removed.

Improvements in Machinery for making Bricks, &c.

removed by the delivering lever r and its slide r^3 to the press; steam is then admitted above the piston r^1 , and gives the pressing blow, after which the steam is admitted below the piston and lifts the brick out of the die k . The pressed brick is finally pushed forward on to the delivery belt or band, m , by the advance of the next moulded brick, and is carried to any convenient distance from the machine ready for drying or baking. The moulds e^1 (in the table) from which the bricks have been taken afterwards successively assume the position in which the lubricating plunger u enters them and oils their sides and bottom plates previously to their again passing under the pugmill, as hereinbefore described, after which the moulds are refilled from the pugmill for making other bricks, and the operation proceeds as before. In starting the machine the ratchet motion of the table is thrown out of gear in the manner hereinbefore described, and the vent door of the pug-mill opened wide, the machine is then put in motion (with the table standing still) until a stream of compact clay issues from the pug-mill vent b^2 ; the vent is then nearly closed and the table thrown into gear. By these means the first brick is produced perfect without leaving any mess or loose dirt about the working parts of the machine. The novel combination of parts, arranged as hereinbefore described, forms a compound machine capable of making either pressed or unpressed bricks, and of changing from one to the other without stopping the machine, the change being readily effected at the will of the attendant, who for that purpose throws the press into or out of gear by means of the hand-wheel p^3 , working in the slotted lever p^1 hereinbefore described. We would remark that extra rolls may be added for crushing stony earth, and in this case they are driven (by preference) by connecting rods from the lower rolls, the upper and lower ones being coupled like locomotive wheels, thus avoiding the use of gearing and introducing a particularly neat arrangement. For this purpose an engine may be attached to the machine for driving it, and may be contained on the same base plate.

Having described the nature of this invention and the manner of performing it, we would remark that the details shown in the drawings may be modified without departing from the distinctive features of the improvements, which relate to—

Firstly.—The combination of parts forming the machine for grinding, pugging, moulding, lubricating, pushing off from the moulding table e , pressing, delivering, and brushing the bricks or blocks, constructed, arranged, and operating substantially as described.

Secondly.—Constructing the moulding machine for producing the complete common bricks without pressing them in the moulds of the rotating table, so that it may be either used for producing unpressed bricks or used in combination with the apparatus for subsequently pressing the bricks in a separate die of different dimensions, the whole being arranged upon the one base plate, so as to form a compound machine as hereinbefore described.

Thirdly.—The application of the plunger u and roller v , arranged and operating together substantially as hereinbefore described, for the purposes specified.

Fourthly.—The application of the worm-wheels and worms or endless screws running in oil or other lubricant in the vessels 17, for driving the grinding rollers, the whole being arranged and operating as hereinbefore described, and illustrated in the accompanying drawings.

Fifthly.—The use in the machine above described of the delivery lever or rod r , in combination with the stop, check, or guard lever, or rod t , for determining the exact position of the brick to be pressed as described.

Sixthly.—The use, for the purposes above specified, of the delivering rollers l and l^1 and band m , in combination with the rotating brush 23, for removing excrescences and loose particles of clay or plastic material from the faces of the bricks or cakes as they leave the machine, the whole constructed and operating substantially as described.

Seventhly.—The use of the lower disc f of the circular table e as described, to form guides for the stems e^3 of the mould plates e^2 , such guides being situated below the anti-friction rollers e^4 , and the use, in combination with the said disc f , of the ring g carrying the pawl h , arranged to be thrown out of gear, and to operate, together with the pugmill vent b^2 , in the manner and for the purpose described.

In witness whereof, we, the said Riley Briggs, Augustus Morand, and Thomas Shann Derham, have hereunto set our hands and seals, this twenty-ninth day of December, in the year of our Lord one thousand eight hundred and seventy.

Signed, sealed and delivered by the said
Riley Briggs, Augustus Morand,
and Thomas Shann Derham, in the
presence of—

JOHN HOLDSWORTH,
No. 3, Beverley-street,
Dewsbury Road,
Leeds.

RILEY BRIGGS.
For AUGUSTUS MORAND,
THOS. S. DERHAM.
THOMAS SHANN DERHAM.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to Riley Briggs, Augustus Morand, and Thomas Shann Derham, this seventeenth day of May, 1871.

BELMORE.

A.D. 1871. No. 272.

35

Improvements in Machinery for making Bricks, &c.

REPORT.

Sydney, 18 April, 1871.

SIR,

Having examined the specifications, description, and drawings of an invention having for its object Improvements in Machinery for making Bricks and other similar articles, transmitted for our report, under your B.C. communication of 6th April, we do ourselves the honor to state that we see no objection to the issue of Letters of Registration for a term of fourteen years, in favour of Messrs. Riley Briggs, Augustus Morand, and Thomas Shann Derham, as prayed for in the Petition.

We have, &c.,

GOTHER K. MANN.
JAMES BARNET.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—three sheets.]

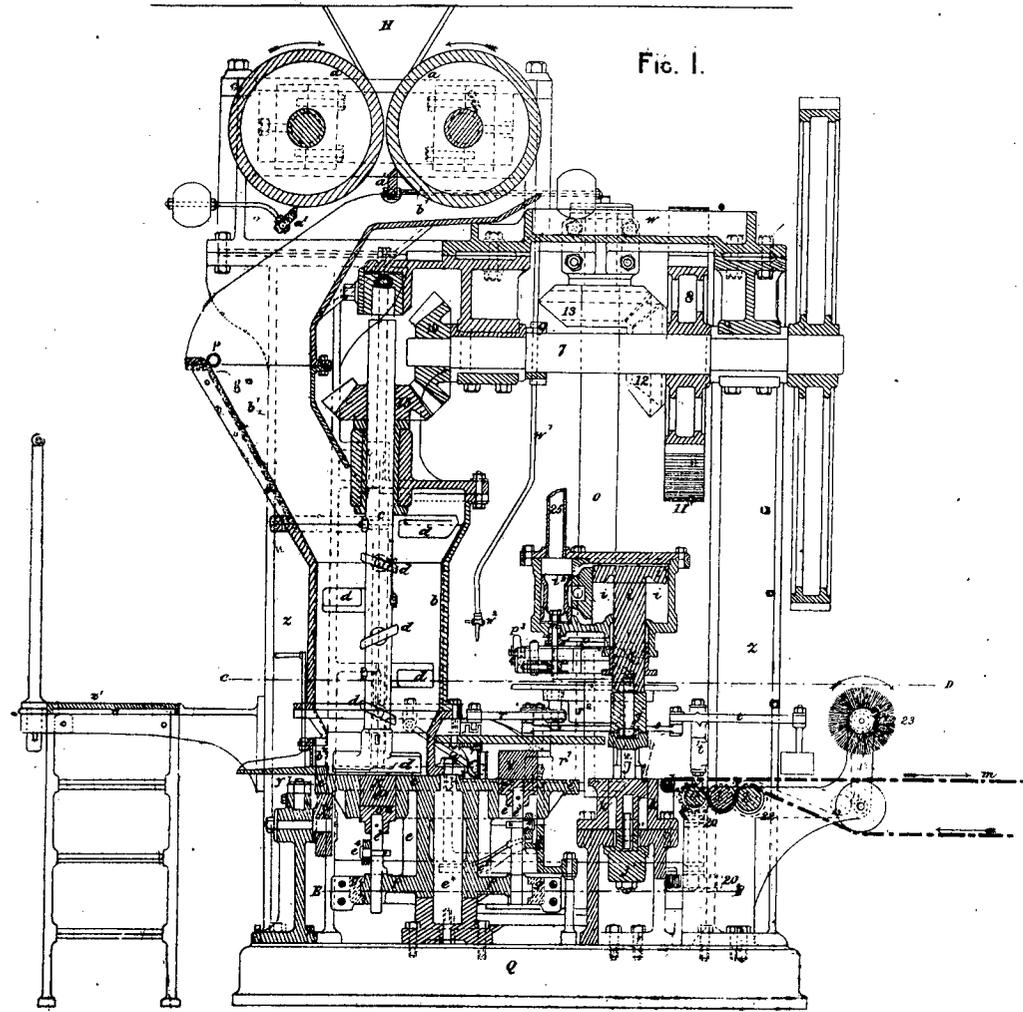


FIG. 1.

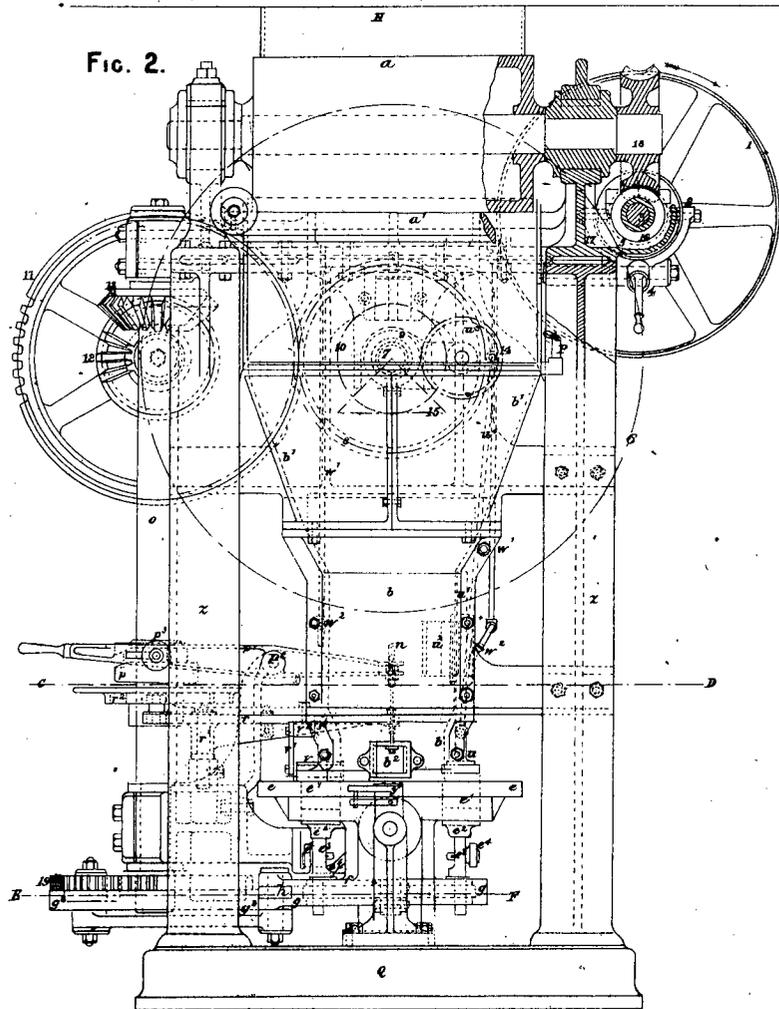


FIG. 2.

This is the Sheet of Drawings marked B. referred to in the annexed Letters of Registration granted to Riley Briggs, Augustus Morand, and Thomas Shann Derham, this seventeenth day of May, 1871.

Belmore.

FIG. 3.

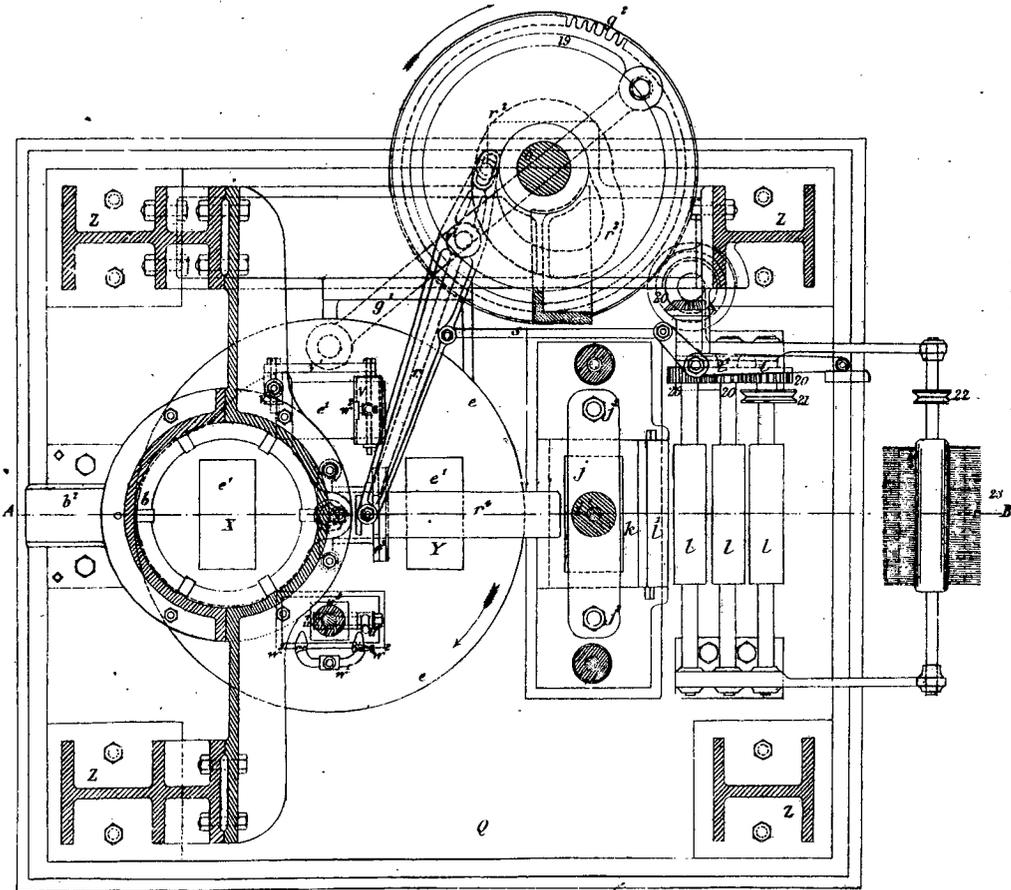


FIG. 6.

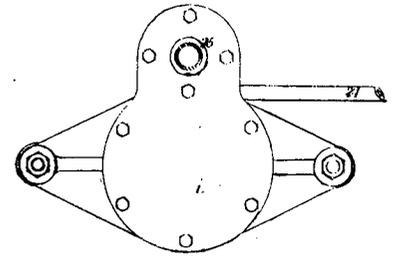


FIG. 4.

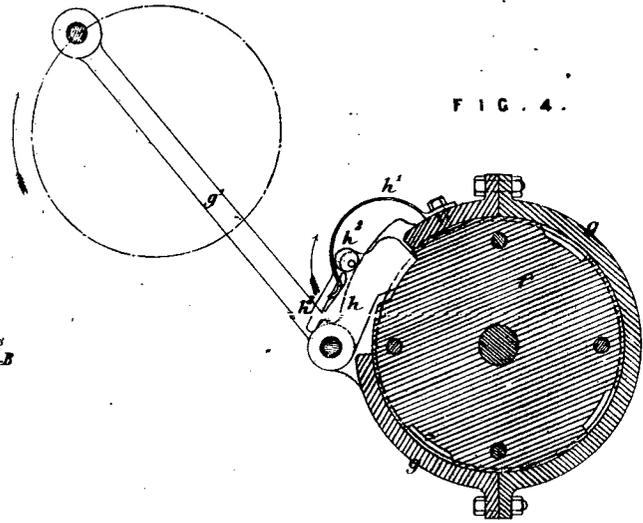
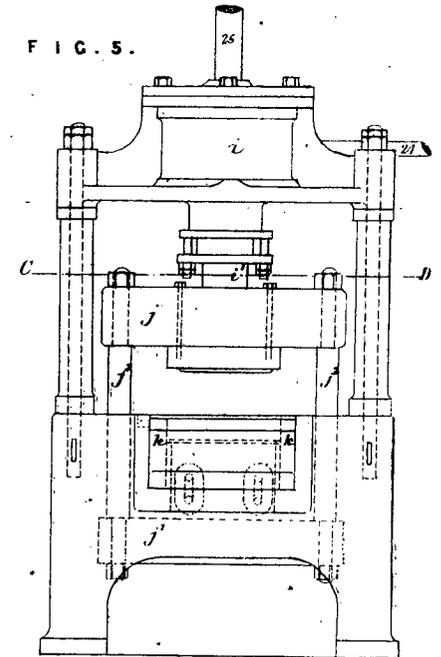


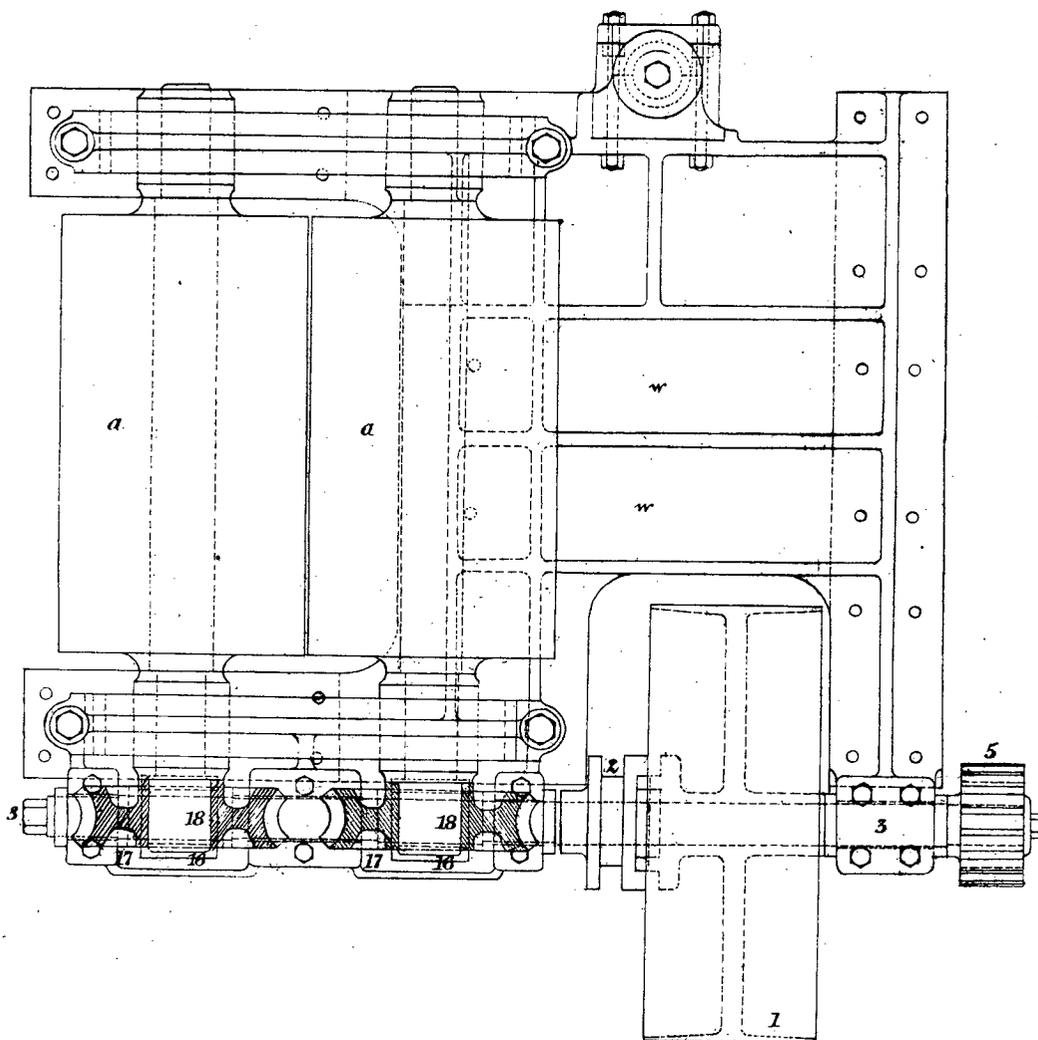
FIG. 5.



This is the Sheet of Drawings marked C, referred to in the annexed Letters of Registration granted to Riley Briggs, Augustus Morand, and Thomas Shaw Derham, this seventeenth day of May, 1871.

Belmore

FIG. 7.



*This is the Sheet of Drawings marked D, referred to in the annexed
Letters of Registration granted to Riley Briggs, Augustus Morand,
and Thomas Shawn Derham, this seventeenth day of May, 1871.
Belmore*

[37]



A.D. 1871, 2nd June. No. 273.

IMPROVED PROCESS OF ENGRAVING.

LETTERS OF REGISTRATION to Edward Roper, for an Improved Process of Engraving.

[Registered on the 3rd day of June, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS EDWARD ROPER, of the city of London, in England, artist, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention intituled "an Improved process of Engraving," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant, unto the said Edward Roper, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Edward Roper, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Edward Roper shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this second day of June, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improved Process of Engraving.

SPECIFICATION.

THIS Invention consists of an Improved Process of Engraving, for the purpose of producing relief Plates direct from the drawings of the artist, at a less cost and in a better style than by any other process.

The process itself may be thus briefly described:—A sheet of zinc, perfectly flat, is first moistened with a strong solution of sulphate of copper, and upon it is distributed an even layer of oxide of zinc, upon which is laid an ordinary steel plate, such as is used by steel-engravers; it is then placed in a powerful (say hydraulic) press, where it is submitted to such pressure that on removal the oxide of zinc is found to have assumed a solid compact mass with a surface equal to an enamelled card, and which is rendered still more solid by a strong coating of common glue painted on with a brush. When dried and repressed the plate is ready to be drawn upon, the ink used being of such a nature as never to dry until it comes in contact with the plate, when it does so instantaneously. When the drawing is finished, instead of spending hours, as would have been the case had the drawing been made upon wood, in carefully picking out every particle of white, brushes are used of various degrees of stiffness, which by hand and in some cases by a machine, are caused to revolve on the surface, and in a very short time all the oxide of zinc, untouched by the artist, is removed, leaving the ink lines standing up in clear sharp relief. This engraving can be carried to almost any depth. All that now remains to be done is to saturate what is left upon the plate with a solution consisting of one part by weight of chloride of zinc and two parts of water, which renders all as hard as marble, and it is then ready for the stereotyper or electrotyper, who, by the ordinary methods in every-day use, produces a metal block from it by which impressions may be taken to an unlimited extent.

The ink hereinbefore referred to consists of a combination of two parts by weight of chloride of zinc with one part of syrup or gluten, and sufficient lampblack to give it the necessary blackness; the whole having sufficient water added to it to reduce it to the consistency of common ink. If it should spread in using, it will be found to contain too much gluten.

Having thus described the nature of this invention and the manner of performing it, I would have it understood that I do not confine myself to the precise details herein set forth, such as the use of revolving brushes to remove the superfluous oxide of zinc after the drawing is completed, or the precise proportions of the component parts of the ink, &c., so long as the nature of the said invention be retained; but I claim—

First.—The use of oxide of zinc, for the purpose of producing a surface or plate for drawing or engraving.

Second.—The use of common glue for hardening such surfaces or plates.

Third.—The use of chloride of zinc, in combination with any other suitable materials, for the purpose of producing an ink that will not dry except when applied to plates or surfaces made as herein mentioned, and that will then dry instantaneously.

Fourth.—The use of chloride of zinc and water, for the purpose of producing a hardening solution for the aforesaid plates.

Fifth.—The process as a whole.

This is the specification referred to in the annexed Letters of Registration granted to Edward Roper, this second day of June, 1871.

BELMORE.

REPORT.

Sydney, 11 May, 1871.

SIR,

The application of Mr. N. Duffield, on behalf of Mr. Edward Roper, for Letters of Registration for "an Improved Process of Engraving called Graphotype," having been referred to us, we have the honor to report that we have examined the specification accompanying the same, and see no objection to the issue of Letters of Registration as prayed for.

We have, &c.,

J. SMITH.

CHARLES WATT.

THE PRINCIPAL UNDER SECRETARY.

[39]



A.D. 1871, 7th June. No. 274.

**IMPROVEMENTS IN THE CONSTRUCTION OF STONE-BREAKING AND
CUBING MACHINES.**

LETTERS OF REGISTRATION to Arthur Hope and Hugh Junor Browne, for
Improvements in the construction of Stone-breaking and Cubing Machines.

[Registered on the 7th day of June, 1871, in pursuance of the Act 16 Vict., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS ARTHUR HOPE, of Prahran, near Melbourne, in the Colony of Victoria, and HUGH JUNOR BROWNE, of Melbourne aforesaid, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention intituled "Improvements in the construction of Stone-breaking and Cubing Machines," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Arthur Hope and Hugh Junor Browne, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Arthur Hope and Hugh Junor Browne, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Arthur Hope and Hugh Junor Browne shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventh day of June, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in the construction of Stone-breaking and Cubing Machines.

SPECIFICATION of ARTHUR HOPE, of Prahran, near Melbourne, in the Colony of Victoria, Engineer, and HUGH JUNIOR BROWNE, of Melbourne, aforesaid, Merchant, for an Invention intituled "Improvements in the construction of Stone-breaking and Cubing Machines."

THIS invention consists of certain improvements in machinery, for the purpose, first, of breaking stone in a cubical form, and second, for lessening the power required to break stone, when the form in which it is broken is not a material consideration.

The first part of this invention is illustrated in figures I to III and VIII to XII inclusive; figure I being a side elevation, figure II a side sectional elevation, and figure III a plan (on lines *a b* in figures I and II) of our improvements in machinery for cubing stone. Figure VIII represents a cross section of a method of constructing the back end of the frame different to that shown in figure II. Figure IX represents a cross section of the faces of the upper jaws; figure X represents an elevation of the working face of the lower fixed jaw; and figure XI represents an elevation of the working face of the lower movable jaw. Figure XII represents a side sectional elevation of another mechanical arrangement for working the movable jaws, which might be substituted for (although we do not think it so good as) that shown in figure II.

A is the frame or foundation by which the various parts are supported; B, is space between the upper jaws; C, space between the lower jaws; D, receptacle for stone discharged from upper jaws; E, discharge shoot for cubical stone; F, discharge shoot for screenings and dust; G, pawl attached at its lower end to lower movable jaw H; I, toggles; J, guide block worked by and suspended from link K attached to crank shaft L; M, fly-wheels; N, fast and loose pulleys; O, part formed on top of upper back toggle; P, cam for working upper movable jaw Q; R, fixed jaws secured in position by wedges S; T, buffer springs for producing back action of movable jaws.

The mode of operation is as follows:—The stone to be operated upon is fed into the space B, where having been reduced in size by the action of the jaw Q, it falls into the receptacle D, from whence it descends (through ribs or guides on the face of the lower fixed jaw, as shown in figure X) into the space C, and by the action of the jaw H is forced in a cubical form through the orifices or dies in the lower fixed jaw R (which should be steel-faced), and falls into the shoot E, which carries it away. It will be noticed that the ribs or guides on the face of the lower fixed jaw fit into recesses made more than large enough to receive them in the face of the lower movable jaw, as shown at figure XI; the extra space in such recesses being made for the purpose of allowing the dust to escape. It will also be noticed that there are perforations in that part of the shoot E which is over the mouth of the shoot F. These are for the purpose of permitting the passage of any dust or screenings that might pass through with the cubical stone, although the principal part of such dust, &c., would fall down between the lower jaws, and from thence be discharged into the said shoot F; the pawl or pawls G preventing the passage of any stone not treated. As the dust has a tendency to accumulate behind and fill up the space in which these pawls work, cores are put in, to afford relief and escape from such dust.

In machines for this purpose constructed on the same principle as ours, it is necessary that the action of the movable jaw should be alternate, so that when the lower movable jaw is forcing the stone through the orifices in the lower fixed jaw, the upper movable jaw should be drawing backward and discharging the stone it has broken into the receptacle D, so as to provide a fresh supply for the lower jaws when they are ready to receive it. It is also necessary that the stroke of the upper jaw Q should be much less than that of the lower. Both these necessities are met in the machine represented in the drawings before referred to, by means of the very peculiarly shaped guide-block marked J, the toggles I, cam P, the part marked O on the top of upper back toggle, and the upper part of the back end of the frame A. On the downward stroke the guide-block J acting upon the parallel toggles I forces the jaw H forward upon the lower fixed jaw R, and reduces the stone to the required size, in the manner herein set forth. On the upward stroke of the guide-block J, a deviating movement is produced by its action on cam P which forces the movable jaw Q forward, so as to break the stone fed into the space B; part marked O on the upper back toggle acts upon the upper part of the back end of frame A, as shown in figure II, and thus checks the backward movement of the guide-block J.

The difference between the back end of the framing shown in figure II and that in figure VIII consists in this,—that in the latter case provision is made for counteracting the wear of the toggles, and regulating the gauge of the jaws, by the use of wedge-blocks adjustable by means of screws.

Although the drawings show the lower jaw H worked on the down stroke and the upper jaw Q on the up stroke of the guide-block J, it may nevertheless be reversed.

The second part of this invention is illustrated in figures IV to VII inclusive, figure IV being a side sectional elevation of a machine for breaking stone when the form in which it is broken is not a material consideration.

The remaining figures showing respectively sectional plan and side elevation of a square bush forming one of the improvements in this machine, and a plan of one of the shifting plates attached to such bush.

U is the crank shaft, V connecting rod between it and the lever W; X is the movable jaw, and V the fixed one; Z being the buffer spring for producing the back action of the movable jaw. 1 is a square bush having a series of movable plates, 2, attached to the back of it; 3 being simply an adjustable screw. On the crank shaft we place a fast and loose pulley, 4, and on each end of it we place a fly-wheel, 5. 6 is the frame.

We place two fly-wheels upon the crank shaft in such a position as to clear the frame, and on the outer end of such shaft we place fast and loose pulleys.

The mode of operation is so obvious, on reference to the method of working the upper movable jaw in figure II, that it does not need describing here, and it is only necessary to state that the bush 1 is fitted into the frame and has movable plates, 2, for the purpose of regulating the size or gauge of the stone broken by this machine.

By taking away any of the plates, it is evident that the gauge becomes larger, and by adding them it becomes smaller.

The lever W may be substituted by one of the first order if so preferred, and the application of power in this machine may be made to work a double set of jaws in one frame, by placing the lever in an upright position and one pair of jaws at each end of the frame.

Having

Improvements in the construction of Stone-breaking and Cubing Machines.

Having thus described the nature of our invention and the manner of performing same, we would have it understood that we claim—

First.—The use of a fixed jaw having orifices in it (like the lower fixed jaw R—figures II and X), whether set angularly, vertically, or horizontally, and without reference to the shape of such orifices, for the purpose herein described and explained.

Second.—The use of a sliding jaw, with its face working or set angularly, horizontally, or vertically, for the purpose herein described and explained.

Third.—The use of the means for imparting the alternate and differential motion of the movable jaws H and Q, consisting of toggles I, guide-block J, link K, part O on upper back toggle, and cam P.

Fourth.—The combination of the above improvements with the other mechanical parts shown in figures I and II, so as to produce a complete stone-breaking and cubing machine.

Fifth.—The method of working the movable jaw of stone-breaking machines by means of lever W (figure 4), whether constructed as a lever of the first or second order, and whether placed in an angular or vertical position—and the method of regulating the gauge of the stone to be broken by means of the square bush 1 and plates 2—substantially as herein described and explained, and illustrated in the drawings hereto attached.

In witness whereof, we, the said Arthur Hope and Hugh Junor Browne have hereto set our hands and seals, this day of one thousand eight hundred and seventy-one.

This is the specification referred to in the annexed Letters of Registration granted to Arthur Hope and Hugh Junor Browne, this seventh day of June, 1871.

BELMORE.

REPORT.

Sydney, 18 May, 1871.

SIR,

Having had under our examination the document transmitted under your B.C. 9th instant, in reference to the Petition of Messrs. Hope and Browne, praying for a grant of Letters of Registration for an invention for "Improvements in the construction of Stone-breaking and Cubing Machines," we do ourselves the honor to report that we see no objection to the issue of the Letters asked for, and recommend that they be granted.

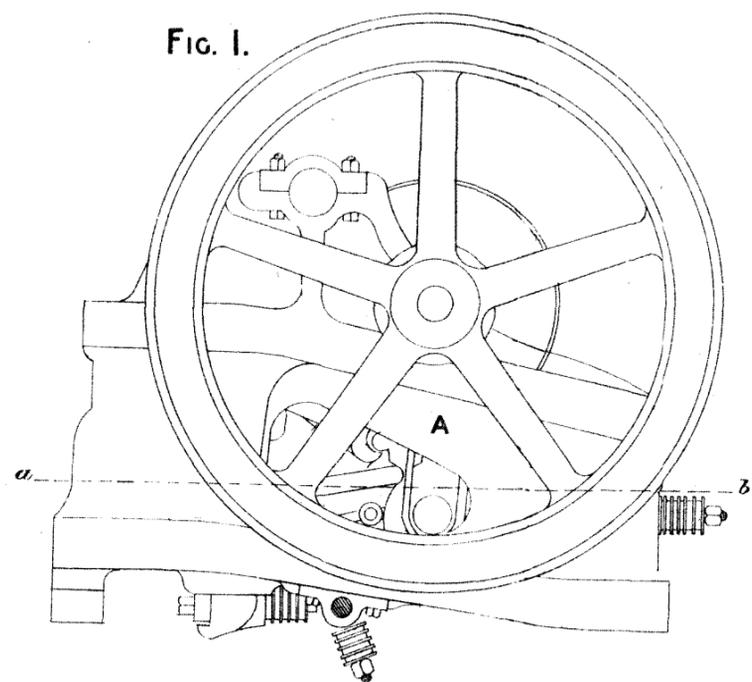
We have, &c.,

GOTHER K. MANN.
JAMES BARNET.

TO THE HONORABLE
THE COLONIAL SECRETARY.

[Drawings—one sheet.]

FIG. I.



HOPE'S PATENT
STONE BREAKING
AND
CUBING MACHINERY.

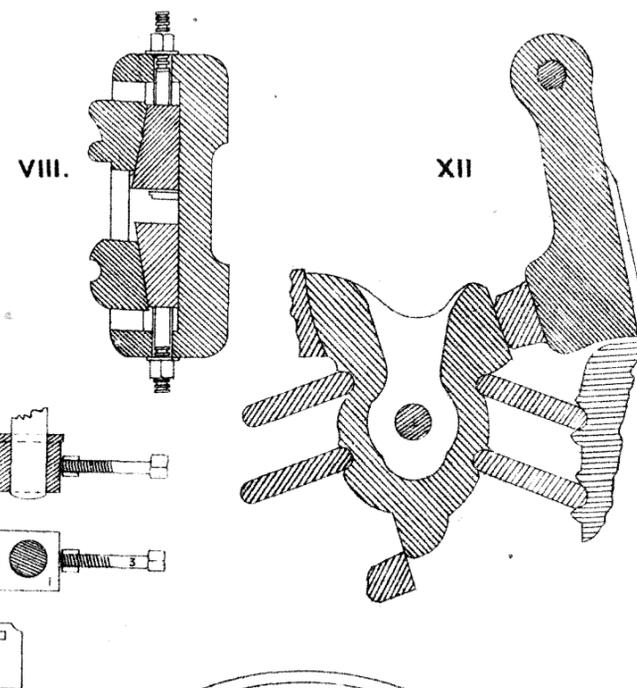


FIG. II.

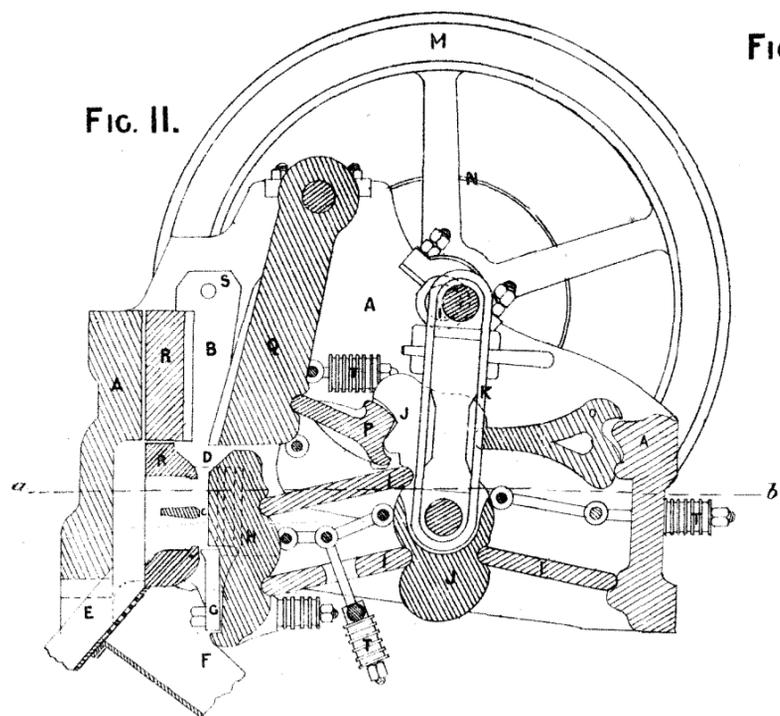


FIG. III.

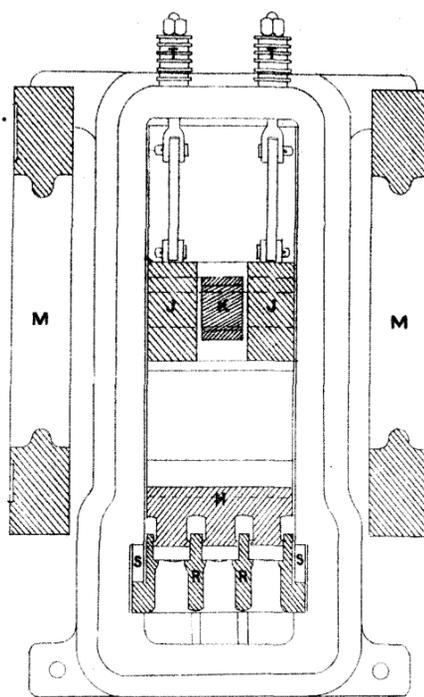
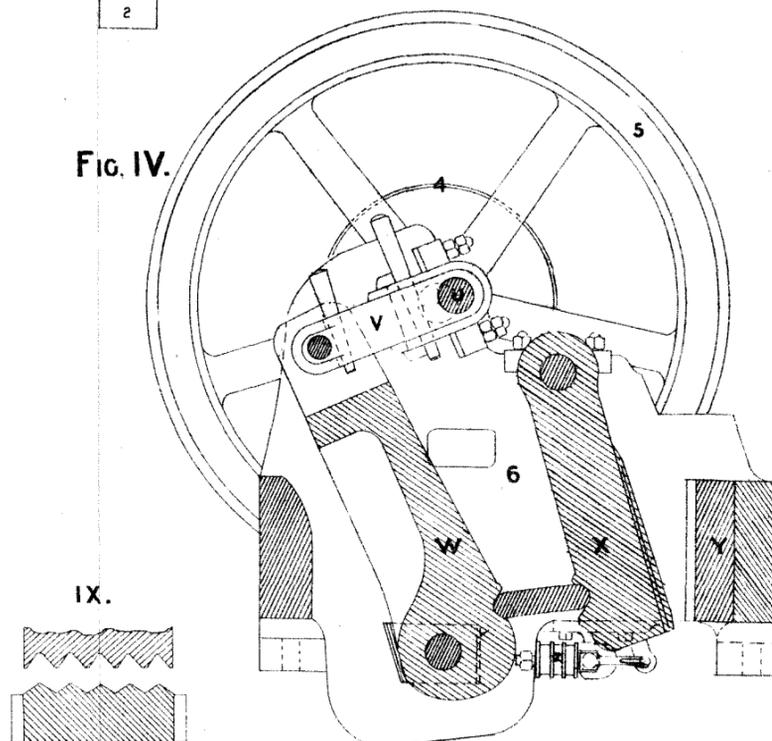


FIG. IV.



This is the Sheet of Drawings referred to in the annexed
Letters of Registration granted to Arthur Hope and Hugh
Junior Brown, this seventh day of June, 1871.
Belmore.

[43]



A.D. 1871, 7th June. No. 275.

SELF-ACTING TILTING MACHINE.

LETTERS OF REGISTRATION to Thomas Walters, for a Self-acting Tilting Machine.

[Registered on the 8th day of June, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS THOMAS WALTERS, of the city of Brisbane, in the Colony of Queensland, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention or improvement styled "A Self-acting Tilting Machine," which is more particularly described in the specification and drawing which are hereto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Thomas Walters, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Thomas Walters, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Thomas Walters shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventh day of June, in the year of our Lord one thousand eight hundred and seventy-one.

(I.S.)

BELMORE.

Self-acting Tilting Machine.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, THOMAS WALTERS, of Brisbane, in the Colony of Queensland, plumber, send greeting :

Know ye, that the following is a specification of my invention, intituled "A Self-tilting Machine," that is to say,—the plan herewith shows both the construction of the machine and the method of applying the same. This invention consists of a self-tilting machine, which has been designed for the more easy and regular tilting of casks and other heavy articles.

I take a chain of sufficient strength and pass one end of it through the head or stem of a hook, so as to permit of its sliding on the chain, and fasten one end of such chain to the upper portion of a quadrant, whilst at the other end I affix another hook. This quadrant is grooved on its periphery, and forms one extremity of a lever, which is supported horizontally by a pin or spindle projecting from that portion of it which forms the centre of the circle of which the quadrant is a section, and which pin or spindle is itself supported by any approved means.

On this lever I place sliding weights sufficiently heavy to overcome any resistance that may be offered by the cask or other article which it might probably be required to tilt. I also make a straight ratchet on the upper surface of the lever, to receive a pawl, which is attached to the support of the lever, so as to prevent it from flying back if it should be suddenly relieved from the weight.

When about to be used, the two hooks are to be attached to the respective ends of the cask or other article to be tilted (the sliding hook being attached to that end which is required to be raised). The sliding weights must then be slid along the lever so as to cause the quadrant to rise, thus tightening the chain and causing a good grip to be had by each hook, the pawl meanwhile sliding into the ratchet teeth, and preserving the position when once it is gained.

Having thus described the nature of this invention and the manner of performing it, I would have it understood that I do not confine myself to precise details, such as the size or the material of which the various parts of my self-tilting machine may be made or manufactured, but I claim as my invention the particular construction of the tilter, as herein described, and the method of using it, as herein explained.

And I do hereby declare the above to be a true description of my invention.

In witness whereof, I, the said Thomas Walters, have hereunto set my hand and seal, this twenty-sixth day of April, in the year of our Lord one thousand eight hundred and seventy-one.

THOMAS WALTERS.

This is the specification referred to in the annexed Letters of Registration, granted to Thomas Walters, this seventh day of June, 1871.

BELMORE.

REPORT.

Sydney, 15 May, 1871.

SIR,

Having examined the specification and drawing transmitted under your B.C. communication of the 9th May, of an invention or improvement styled "A Self-acting Tilting Machine," we do ourselves the honor to report that we see no objection to the issue of Letters of Registration for a term of fourteen years in favour of Thomas Walters, in accordance with his claim.

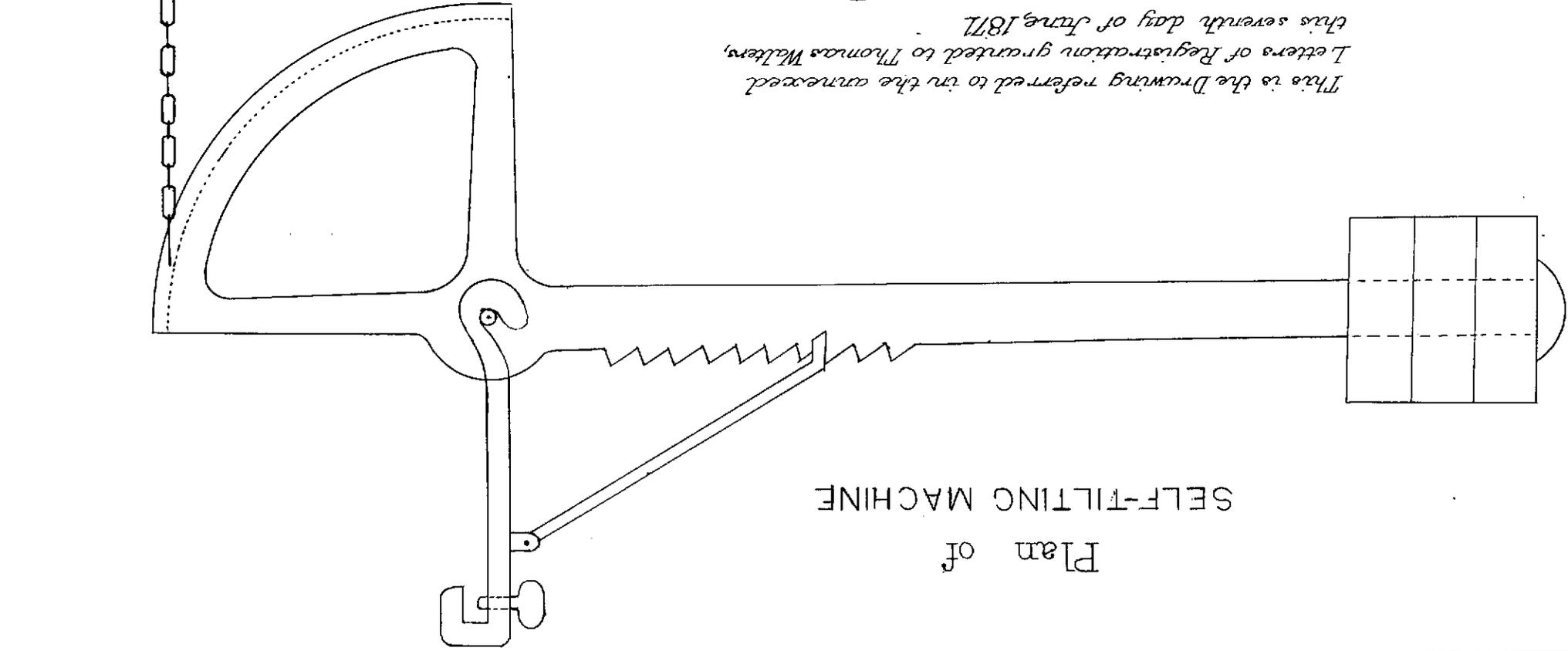
We have, &c.,

GOTHER K. MANN.
E. C. CRACKNELL.

THE PRINCIPAL UNDER SECRETARY.

[Drawing—one sheet.]

Plan of
SELF-TILTING MACHINE



This is the Drawing referred to in the annexed
 Letters of Registration granted to Thomas Walters,
 this seventh day of June, 1877

Belmore.

SCALE 1/4 OF FULL SIZE

I certify this to be a true Copy of Plan - Thomas Walters.



A.D. 1871, 16th June. No. 276.

NEW METHOD OF SUPPORTING AND WORKING STEAM SAW-MILLS.

LETTERS OF REGISTRATION to Michael James Cummins, and James Swinbourn, for a new method of supporting and working Steam Saw-mills.

[Registered on the 16th day of June, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS MICHAEL JAMES CUMMINS, contractor, and JAMES SWINBOURN, engineer, both of Melbourne, in the Colony of Victoria, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention intituled "a new method of supporting and working Steam Saw-mills," which is more particularly described in the specification and sheet of drawings which are hereunto annexed ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Michael James Cummins and James Swinbourn, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof ; to have, hold, and exercise unto the said Michael James Cummins and James Swinbourn, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said Michael James Cummins and James Swinbourn shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixteenth day of June, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

New method of supporting and working Steam Saw-mills.

SPECIFICATION of MICHAEL JAMES CUMMINS, contractor, and JAMES SWINBOURN, engineer, both of Melbourne, in the Colony of Victoria, for an invention intituled "a new method of supporting and working Steam Saw-mills."

THIS invention has been designed for the purpose of providing means for utilizing the fine trees that grow on the banks of some of the rivers in this and the adjacent Colonies, which cannot be reached from the land, on account of the swamps or the steepness of the banks. At the present time these trees are worse than useless, as they are constantly carried away by every flood and settling in the river-beds, produce serious obstructions to the river traffic, thus necessitating the repeated expenditure of considerable sums of money in their removal.

We propose to obviate the difficulty of conveying these trees to the saw-mills erected on the land, by providing saw-mills supported on a floating foundation, so that they can be brought to the trees, instead of the trees being brought to them.

We propose also, where thought advisable, to work these saw-mills from a shaft, also used for the purpose of imparting motion to screws or paddles, so as in fact to make a combined steam-boat and steam saw-mill, the power of the engine or engines being used at one time for propelling the boat, and at the other for working the saw-mill. Of course, in order to do this with facility, it would be needful to have connecting and disconnecting gear of the simplest character. In order, however, that our invention may be more clearly understood, we have illustrated it by drawings, showing the method of arrangement which we propose to adopt, although we do not confine ourselves precisely to it.

Referring then to the drawings, where the same letters indicate the same parts wherever they occur, it will be found that figure I shows plan, and figure II side sectional elevation of a combined steam-boat and saw-mill, as hereinbefore referred to. A is the boiler; B the engine; C shaft, having on its end fly-wheel, D; E is the main-crank shaft, and F is the lever-clutch, for connecting and disconnecting it to the paddle-shafts G G, on which are paddles, H; I is pulley connected by belt to fly-wheel D, fixed on shaft E, on which pulley J is also fixed, for driving circular saws, marked J¹; K is vertical saw rack frame; L L are stern rolling ways for receiving the trees to be sawn, and can be raised or lowered by a crane or cranes M and crab-winch N; O is the rudder working under the rolling-ways.

In addition to the above, we also propose to use an endless chain, attached to the main shaft, for pulling the logs up on the ways; and side ways to be laid on the banks for getting the logs on board.

Of course we do not confine ourselves to the size or number of the engines, boilers, saw-frames, or any other mechanical parts which we have described, as it is evident that they might be altered or varied without in any way affecting our invention. And we wish it distinctly to be understood that, save and except as hereinafter stated, we do not claim any novelty in the construction of the steam-boat or the saw-mills working thereon, although we think that the size of the vessel illustrated (which is intended to be ninety feet long, by thirty feet broad, and four and a half feet deep) and the method of arrangement shown is a useful and practical one.

It will be seen that by using our combined steam-boat and saw-mill a great economy is effected in comparison with the steam saw-mills on land, inasmuch as the very expensive horse and jinker plant is dispensed with; independently of which, there are many facilities provided not otherwise obtainable, as for instance, the alternate use of the steam-power for propelling the vessel and bringing the saw-mill into the position required, and then working the machinery for sawing up the timber. The loaded lighters might also be towed behind, and the branches of the trees, together with every other part not suitable for other purposes, could be cut into firewood and profitably disposed of.

Having thus described the nature of our invention, and the manner of performing same, we would have it understood that we claim—

- 1st.—The use of floating foundations for steam saw-mills.
- 2nd.—The mode of working same from the crank-shaft which would otherwise be used for working the propellers of the vessel, as herein described and illustrated in the drawings hereto attached.

This is the specification referred to in the annexed Letters of Registration, granted to Michael James Cummins and James Swinbourn, this sixteenth day of June, 1871.

BELMORE.

REPORT.

Sydney, 15 May, 1871.

SIR,

Having examined the specifications, description, and drawings of an invention "designed for the purpose of utilizing trees growing on the banks of rivers," transmitted under your B.C. communication of the 6th May,—we do ourselves the honor to report that we see no objection to the issue of Letters of Registration in favour of Messrs. James Cummins and James Swinbourn, in accordance with the terms of their claims, for a term of fourteen years.

We have, &c.,

GOTHER K. MANN.
E. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

No. 277.

[Assignment of No. 249. See page 91 of Return of 21 June, 1872.]

FIG. I.

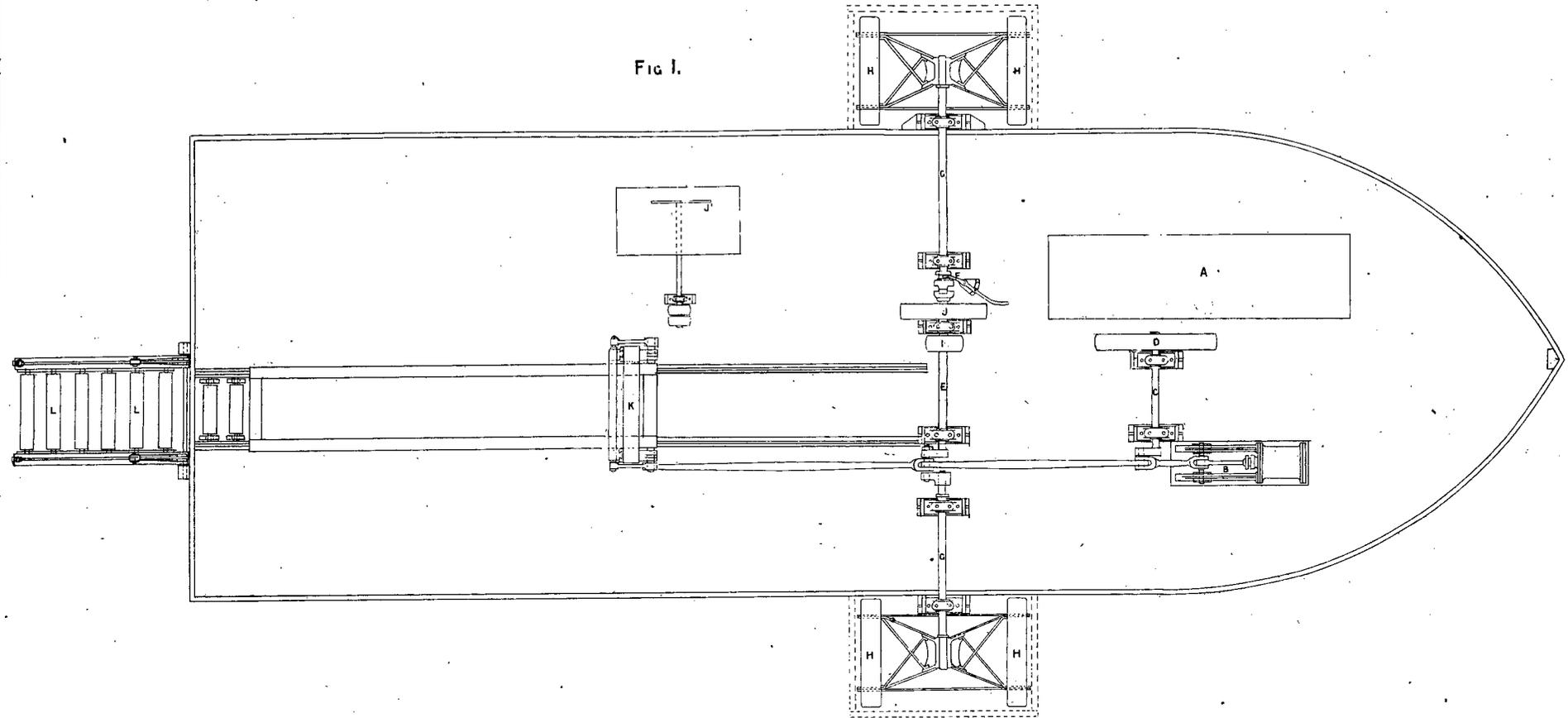
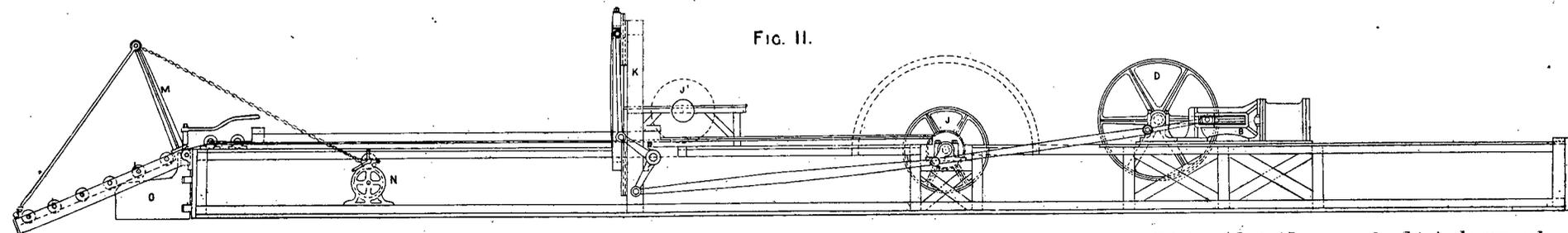


FIG. II.



*This is the Sheet of Drawings referred to in the annexed
 Letters of Registration granted to Michael James
 Cummins and James Swinboarn, this sixteenth day
 of June, 1871.
 Belmore.*

[47]



A.D. 1871, 24th July. No. 278.

IMPROVEMENTS IN MEANS OR APPARATUS FOR CLEANSING OR DRESSING METALLIC ORES.

LETTERS OF REGISTRATION to Charles Frederick Collom, for Improvements in means or apparatus for cleansing or dressing Metallic Ores.

[Registered on the 26th day of July, 1871, in pursuance of the Act 16 Victoria, No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS CHARLES FREDERICK COLLOM, of Calstock, in the county of Cornwall, England, mining engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in means or apparatus for cleansing or dressing Metallic Ores," which is more particularly described in the specification, marked A, and the eight sheets of drawings, marked B, C, D, E, F, G, H, and I, respectively, all of which are hereunto annexed ; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four ; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Charles Frederick Collom, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof ; to have, hold, and exercise unto the said Charles Frederick Collom, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said Charles Frederick Collom shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fourth day of July, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Means or Apparatus for cleansing or dressing Metallic Ores.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, CHARLES FREDERICK COLLOM, of Calstock, in the County of Cornwall, England, Mining Engineer, send greeting :

WHEREAS I am desirous of obtaining Royal Letters Patent for securing unto me Her Majesty's special license that I, my executors, administrators, and assigns, and such others as I or they should at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years (to be computed from the day on which this instrument shall be left at the Office of the Chief Secretary), make, use, exercise, and vend within the Colony of New South Wales and its Dependencies, an invention for "Improvements in means or apparatus for cleansing or dressing Metallic Ores"; and in order to obtain the said Letters Patent I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed, and must also enter into the covenant hereinafter contained: Now know ye, that the nature of the said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement, that is to say:—

The object of my invention is to save time and labour, and at the same time more effectually to cleanse metallic ores.

In carrying out my invention, I employ a circular table, which is so formed that the upper surface of the same shall decline from the centre towards the outer circumference equally all round.

This table is caused to revolve by means of a shaft or axis, to which it is affixed by arms or other suitable means; and around the inner circumference of the table I arrange a pipe or pipes, for the reception of water from a cistern or other source of supply. The pipe or pipes are perforated, and the water from the same runs constantly down the inclined surface of the table.

The ore to be operated upon (which has been previously crushed, if required) is fed to the circular table at a point towards the inner circumference or upper part of the incline of the table, by means of a launder or shoot, supplied with a stream of water; and the ore, after being so deposited on the table, is carried round away from the launder or shoot, and whilst being so carried will be washed or dressed by means of the continual flow of water from the pipe or pipes; and the various particles, according to their specific gravity, will be carried a greater or less distance down the inclined table, and thus separated one from the other, whilst the refuse or tailings will be washed over the edge of the table into a suitable receiver or hutch, placed around the outer circumference of the table.

The various qualities of ore may be drawn off by streams of water supplied from perforated pipes or tubes, or by other suitable means, so arranged as to operate one after the other; the first taking away the ore towards the outer circumference of the table, and the other successively taking the ore from nearer the inner or upper surface of the table, and consequently the most valuable ore will be left till last.

The point in the distance, from the top to the bottom of the incline of the table, at which the launder or shoot shall deposit the ore on the inclined table, will be regulated from time to time, according to the size and specific gravity of the particles of ore under operation; and the inclination of the table itself will also be arranged according to the size and specific gravity of the ores to be cleansed or dressed.

In place of employing means of removing the ore from the table, I in some cases place the axle or shaft of the table at an angle, and by that means obtain a constantly increasing angle to the inclined table during one-half of the revolution of such table; and by that means I am enabled to get rid of, first, the refuse, and then, gradually, of the more valuable portions of the ore.

According to another modification of my invention, instead of forming the table so that its surface shall decline from the centre towards the outer circumference, and removing the ore from the outer circumference of the inclined table, I in some cases form such table declined from the outer circumference towards the centre, and I remove the ore from the inner circumference; in which case the pipe or pipes for water will be arranged above the inclined table, towards the outer circumference.

In some cases, revolving or stationary brushes may be arranged over the surface of the table, in position to turn over or keep in motion the ore under operation.

According to another modification, the inclined table is divided into two parts, one half being arranged at one angle whilst the other is arranged at a different angle, and the pipe for washing off the ore is bent, so as to serve the purpose of two pipes.

In this case, the head or ore on the upper portion is washed off first into a launder or shoot, and is carried thereby into a receiver or hutch, whilst the ore on the lower portion of the table is washed off afterwards into another receiver.

The water and the refuse or tailings from the general surface of the table will be washed off into other receivers.

When it is required to wash or dress silver or gold, I prefer to employ a single table, in the surface of which I form grooves for the reception of mercury.

But that the nature of my invention may be fully understood, I will, by the aid of the accompanying drawings, proceed more fully to describe the same:—

DESCRIPTION OF THE DRAWINGS.

Figure 1 shows a plan; figure 2 a side view; figure 3, a section; figures 4, 5, 6, and 7, detail views of apparatus, arranged according to my invention.

In each of the views, the same letters of reference are employed to represent corresponding parts whenever they occur.

a is the main framing; *b* is the main or driving shaft, to which motion is communicated by means of a steam-engine or other suitable power; *c* is a pinion affixed on the shaft *c*¹, gearing into a pinion, *b*¹, affixed on the shaft *b*, supporting and carrying the circular table *f*, which is so formed that the upper surface of the same shall decline from the centre or inner circumference *g* to the outer circumference *h*, equally allround. The table *f* is affixed to the shaft *b*, by means of sockets, *j*, arms, *k*, and stays, *k*¹. *l* is a circular pipe, which, by means of the connecting pipes *m*¹, receives a supply of water from a main pipe or tube, *m*, supplied with water from a cistern or other source of supply.

The

Improvements in Means or Apparatus for cleansing or dressing Metallic Ores.

The circular pipe l is perforated on its under side at l' , and the water from the same runs constantly down the inclined surface of the table f .

The ore to be operated upon, which has been previously crushed, if required, is fed to the circular table f by means of a launder or shoot, n , through which a stream of water flows; and the ore, after being so deposited on the table f , is carried round away from the launder or shoot in the direction of the arrow o , and whilst being so carried will, by means of the continual flow of water from the circular pipe l , be washed or dressed, and the various particles of ore will, according to their specific gravity, be carried a greater or less distance down the inclined table f , and thus separated from the refuse or tailings, which will be washed over the edge f^1 , of the table f into the receivers or hutches, pp^1 , placed around the outer circumference of the table f . $l^1 l^2$ are stops or disconnections in the circular pipe l ; $m^2 m^2$ are taps or valves for the regulation of the supply of water to the various portions of the circular pipe l ; gg are stationary brushes, arranged over the surface of the table f , in position to turn over and keep in motion the particles of ore under operation; these brushes are retained in position by rods or wires, $g^1 g^1$. $l^3 l^3$ are pipes or tubes, which are perforated on their lower sides, l^6 , and receive water from the circular pipe l , and are so arranged as to operate one after the other; the first, l^4 , being perforated from 5 to 6, and taking the ore away from the outer circumference of the table f , and washing it into the receiver or hutch s , whilst the pipe l^5 is perforated its whole length, and washes the ore from the inner or upper surface of the table f , and consequently the most valuable, into the receiver or hutch s^1 .

The pipes $l^4 l^5$ are formed with a bend, l^6 , which is furnished with a plug, l^7 , capable of removal at pleasure, in order that, when, by rubbing the hand along over the perforations in those pipes, any dirt in those perforations which has been pressed up into the interior of the pipes, by removing the plug l^7 and allowing the water to flow through the pipe freely, all impurities contained in the perforations will be washed away.

The receivers or hutches p and p^1 are formed inclined from the point at which they leave their main receiver or hutch s or s^1 , in order that the water may readily flow away to the outlets p^2 and p^3 .

p^4 are hutches or stops, which may be used when required to retain any ore or solid matters deposited in the receivers or hutches pp^1 ; and they are capable of being raised or lowered at will, to retain a greater or less quantity of the matters washed into those receivers as may be required.

z is a drain for the purpose of carrying off any rain or moisture accumulating under the table f .

Figures 8 and 9 show, by plan and sectional views, portions of a table arranged according to another modification of my invention.

In this and the following modifications I have only shown so much of the apparatus as will explain the alterations from the apparatus already described.

According to this arrangement, the axle or shaft b of the table f is arranged to revolve at an angle, by which means a constantly increasing angle is obtained to the surface of the table f , during one-half of its revolution. The ore is fed to the table f by the launder or shoot n , at the upper part, f^2 , of the same, where the angle is least; and the ore, after being so deposited, is carried round by the table and washed by means of a stream of water from the circular pipe l , as in the previous arrangement. l^1 is a pipe fixed at the lowest part of the table f , for the purpose of washing the ore remaining on the table f into the receiver s . In most cases, however, with this arrangement, this pipe may be dispensed with. The water and the refuse or tailings are carried off by means of the circular receivers or hutches p and p^1 , as in figures 1, 2, 3, 4, 5, 6, and 7.

In this arrangement only one-half of the table will be used at one time, the ore being deposited at the upper and washed off at the lower side of the same.

Figures 10 and 11 show, by plan and sectional views, another modification of my invention. In this case, instead of forming the table declining from the centre towards and removing the ore from the outer circumference of the inclined table, I arrange the table to decline from the outer circumference f^3 towards the inner circumference f^4 , and I feed the ore to the table by the launder n , at the outer circumference, and I remove the ore from the inner circumference f^4 .

The circular pipe l is arranged round the outer circumference f^3 , and causes a constant flow of water to pass down the table, for the purpose of washing or dressing the ore deposited by the launder or shoot n .

The ore is washed off by means of a pipe or tube, l^1 , as in the previous arrangement. $m^1 m^1$ are service pipes, receiving water from the mains m , for the supply of water to the apparatus, by means of the upright pipes or tubes m^2 . The circular pipe l is supported by means of the upright pipes m^3 , which are bent over so as to be out of the way of the revolving table f .

$t^1 t^1$ are a pair of receivers or hutches, arranged round and below the inner circumference f^4 of the table f . The hutch or receiver t receives the water and the refuse or tailings from the whole circumference of the table, except that part from 1 to 2—where it is covered by a shield, u .

The object of the shield u is to prevent the ore, after being washed or dressed, from passing into the receiver or hutch t , and to conduct it into the receiver or hutch t^1 . $l^2 l^2$ are shoots to carry off the water and matters from the receivers or hutches $t^1 t^1$.

It will be seen that the receivers or hutches $t^1 t^1$ are formed inclined from the point 4 to the point 5, and the shoot l^2 from the receiver or hutch t^1 passes through the receiver t . A side view of the launder or shoot n is shown in dotted lines in figure 11.

Figures 12 and 13 show, by plan and sectional views, another modification of my invention, in which the surface of the table f , instead of being in one plane, is divided into two parts, x and y ; the part x being arranged at one angle, whilst the other, y , is arranged at another angle; and the pipe l^* , employed for the purpose of washing off the ore, is bent so as to serve the purpose of the two pipes $l^1 l^2$, shown in figures 1 to 7.

In this case, the "head" or ore on the upper portion x of the table f is washed off first into the launder or shoot l^3 , and is carried thereby into the receiver s , whilst the ore on the lower portion, y , of the table f , and consequently that of least value, is washed off by the lower portion l^{**} , of the pipe l^* , into the receiver s^1 .

The water and the refuse or tailings will be washed into the receivers or hutches p or p^1 , as in figures 1 to 7.

Figure

A.D. 1871. No. 278.

Improvements in Means or Apparatus for cleansing or dressing Metallic Ores.

Figure 13* shows a detail view of this arrangement.

Figures 14 and 15 show, by plan and sectional views, an arrangement of apparatus particularly applicable to washing, cleaning, or recovering gold and silver from other matters.

In this arrangement, a single table is employed, similar in every respect to that shown in figures 1 to 7, except that in this case I form grooves, A, in the table *f*, for the reception of mercury, to absorb and retain the metal.

Having thus described the nature of my invention, and the means by which the same may be carried into effect, I would have it understood that I do not confine myself to the precise details shown and described, as the same may be varied without departing from the peculiar character of my invention; but what I do claim is,—

- 1st. The arrangement or combination of means or apparatus for cleansing or dressing metallic ores, substantially as shown and described.
- 2nd. I claim the use of a double table, and parts connected therewith, substantially as shown and described in respect of figures 12 and 13.
- 3rd. I claim the use of a table provided with grooves for the reception of mercury, substantially as shown and described in respect of figures 14 and 15.
- 4th. I claim the use of perforated pipes, *l*, *l*², and *l** (provided with plugs or stops, *l*¹, capable of removal), for the purpose of washing off the washed or dressed ore from the tables, substantially as shown and described in relation to the various modifications of my invention.

And I do hereby, for myself, my heirs, executors, and administrators, covenant with Her Majesty, Her Heirs and Successors, that I believe the said invention to be a new invention as to the public use and exercise thereof, and that I do not know or believe that any other person than myself is the true and first inventor of the said invention, and that I will not deposit these presents at the Office of the Chief Secretary with any such knowledge or belief as last aforesaid.

In witness whereof, I, the said Charles Frederick Collom, have hereunto set my hand and seal, this seventeenth day of February, in the year of our Lord one thousand eight hundred and seventy-one.

C. F. COLLOM.

Witness—WM. COLBORNE BROOKES,
British, Colonial, and Foreign Patent Agent,
20, King's Road, Bedford Row, London, England.

This is the specification, marked A, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1871.

BELMORE.

REPORT.

No. 14, Spring-street,
24 June, 1871.

SIR,

We have the honor to return herewith the Petition of Mr. Charles Frederick Collom, for Letters of Registration for Improvements in means or apparatus for cleansing or dressing Metallic Ores, forwarded to us with the accompanying drawings and description, by your blank cover of the 17th instant; and we have to report that, having examined the said drawings and description, and duly considered the same, we see no objections to Letters of Registration being granted as applied for, for the means or apparatus therein particularly specified and detailed.

We have, &c.,
CHAS. WATT.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—eight sheets.]

No. 279.

[Assignment of No. 205. See page 223 of Return of 8 December, 1870.]

FIG. 1.

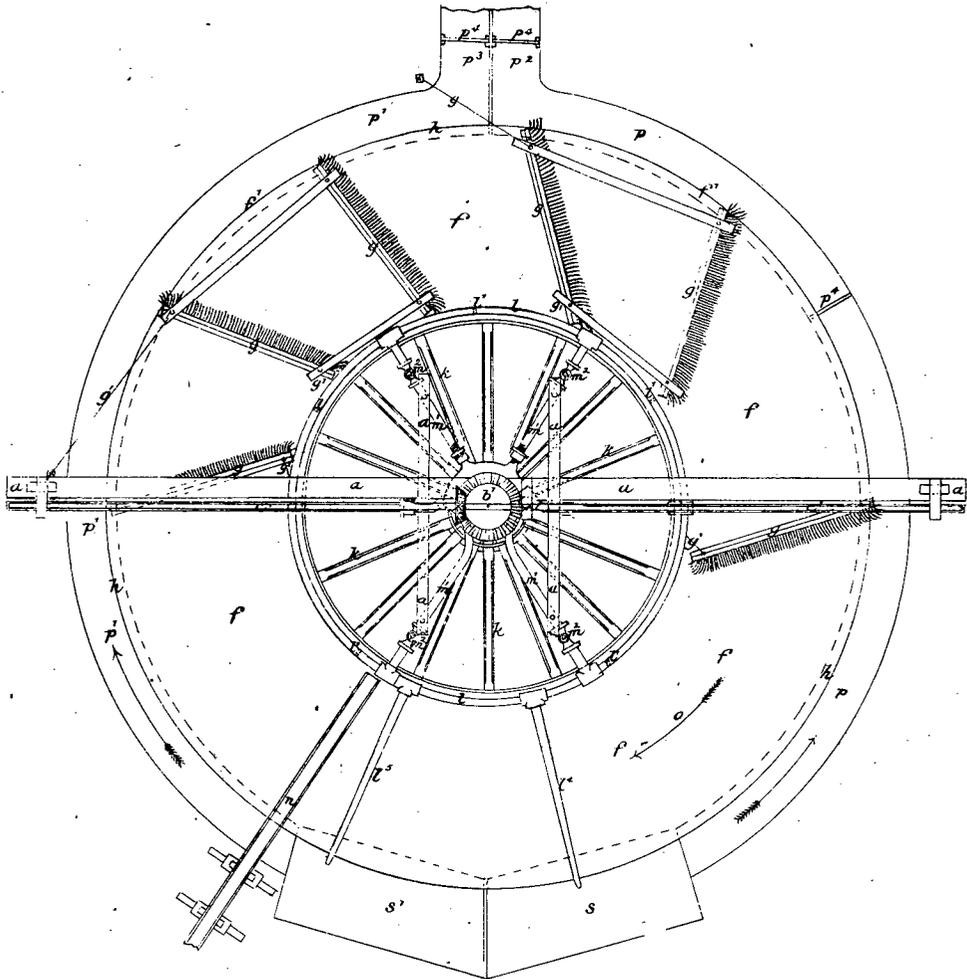
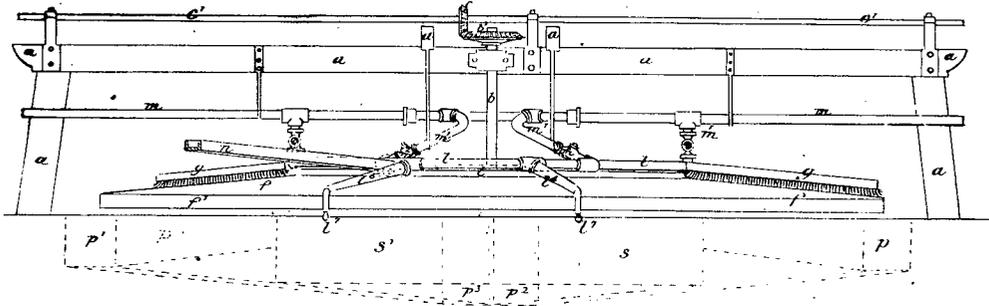


FIG. 2.



This is the Sheet of Drawings marked B, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1871.

Belmore.

FIG. 4.

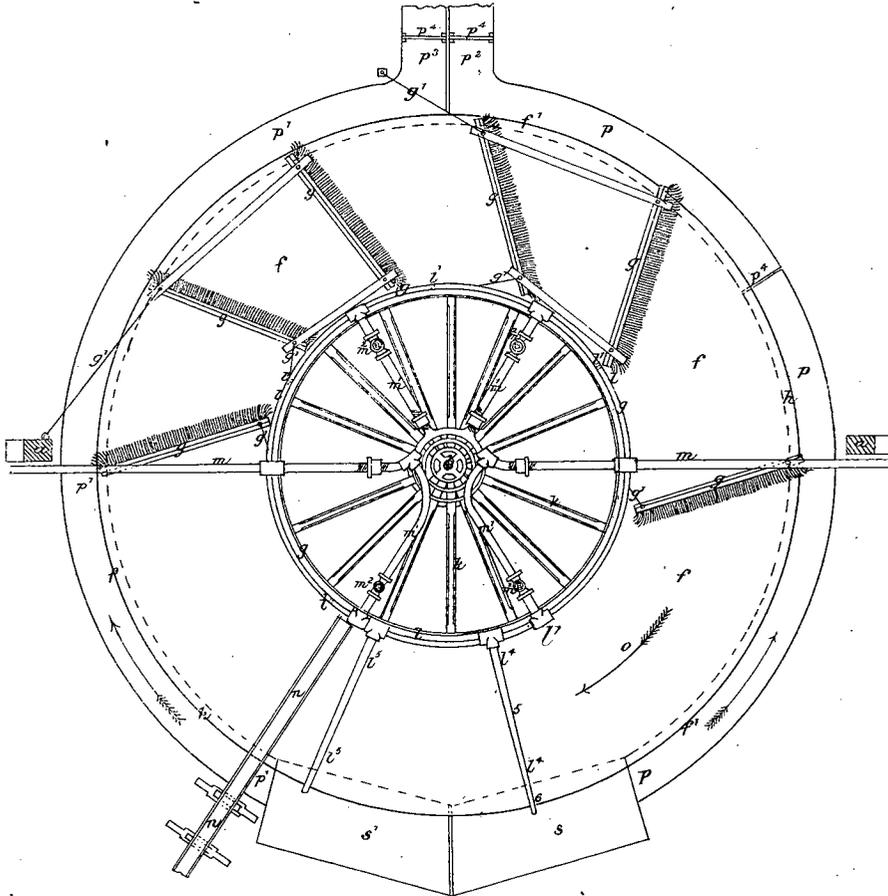
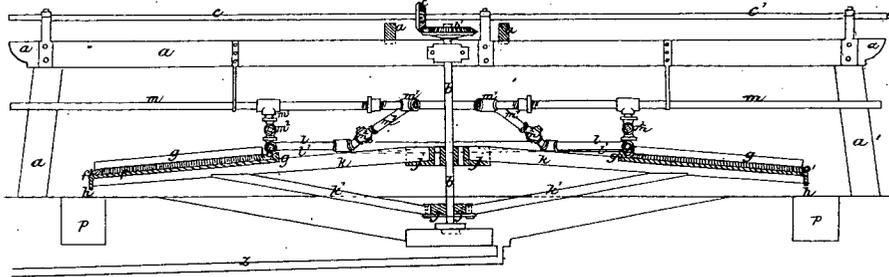


FIG. 3.



This is the Sheet of Drawings marked C, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1871.

FIG. 5.

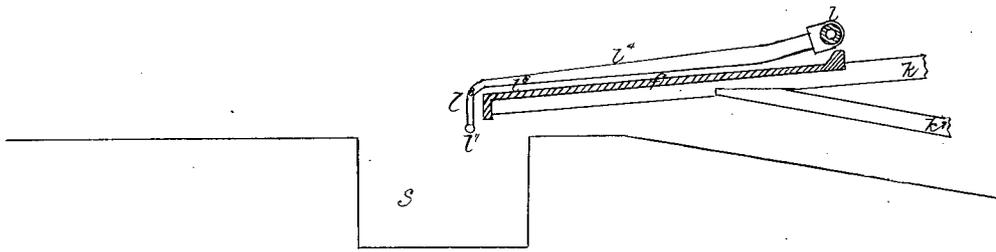


FIG. 6.

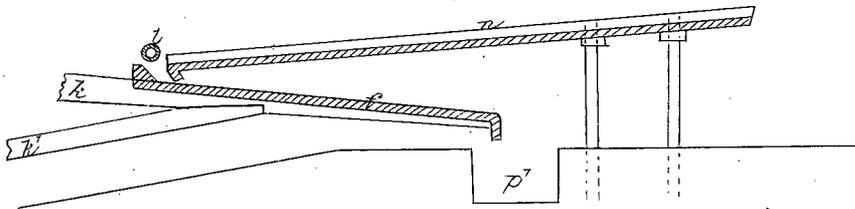
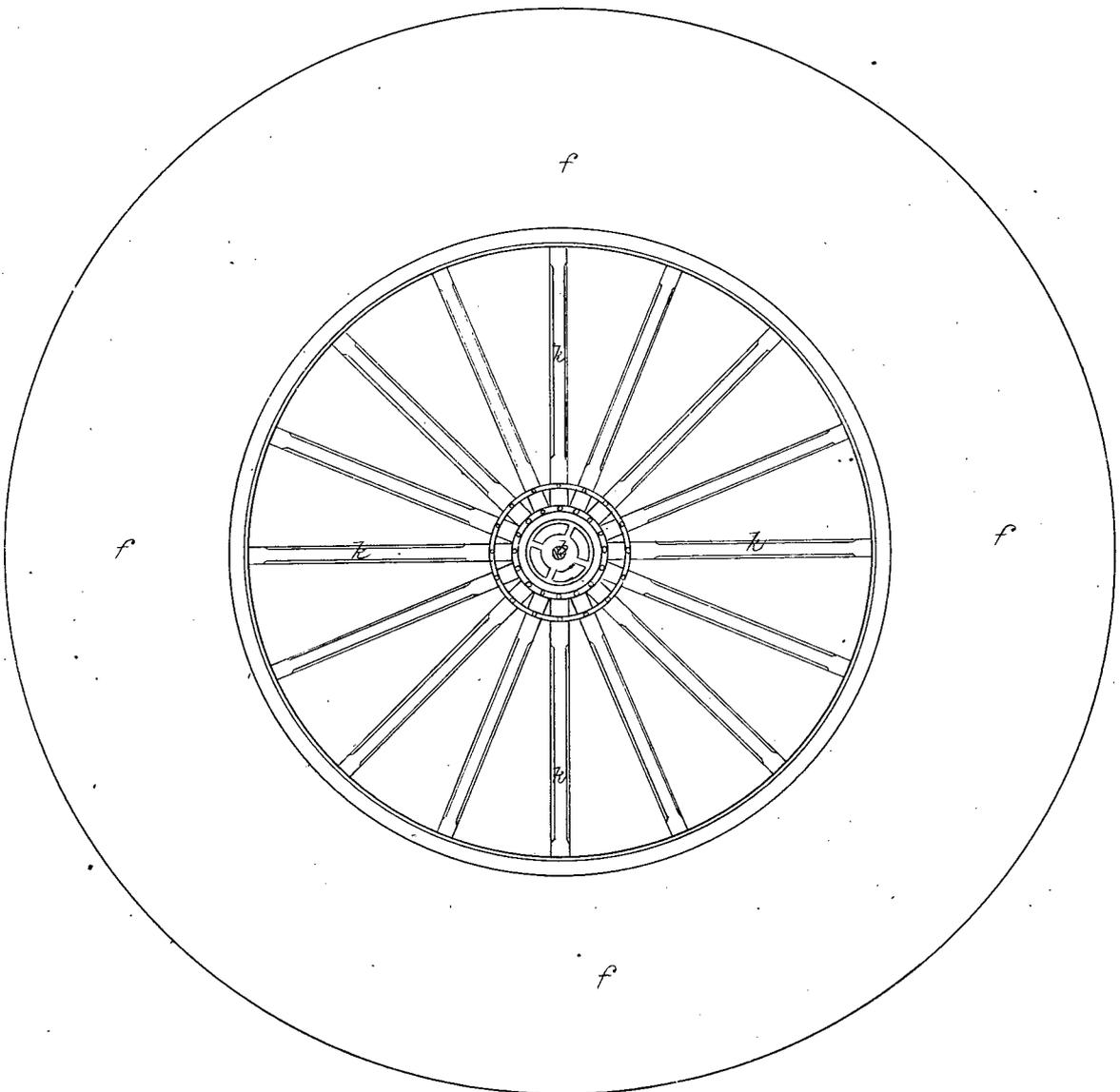


FIG. 7



This is the Sheet of Drawings marked D, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1877.

Belmore.

FIG. 8.

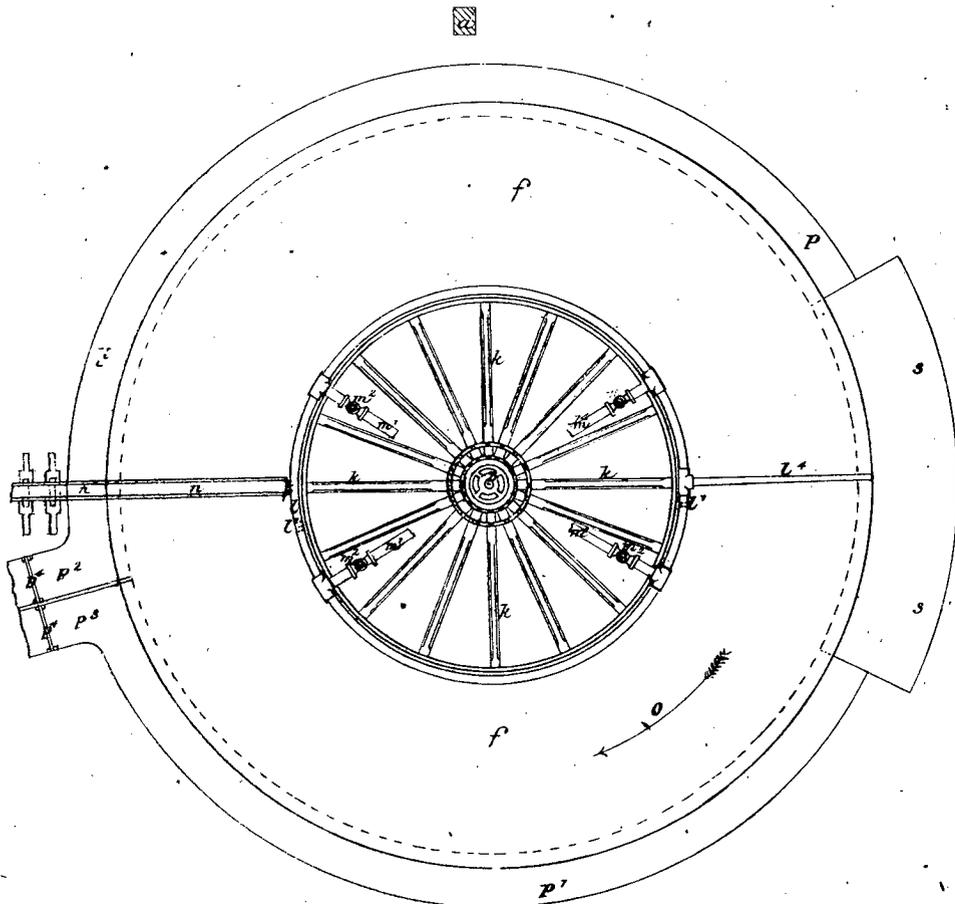
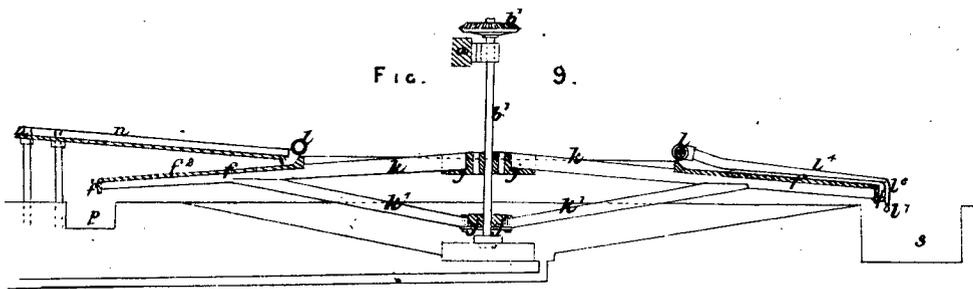


FIG. 9.



This is the Sheet of Drawings marked E, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1871.

Belmore.

FIG. 10.

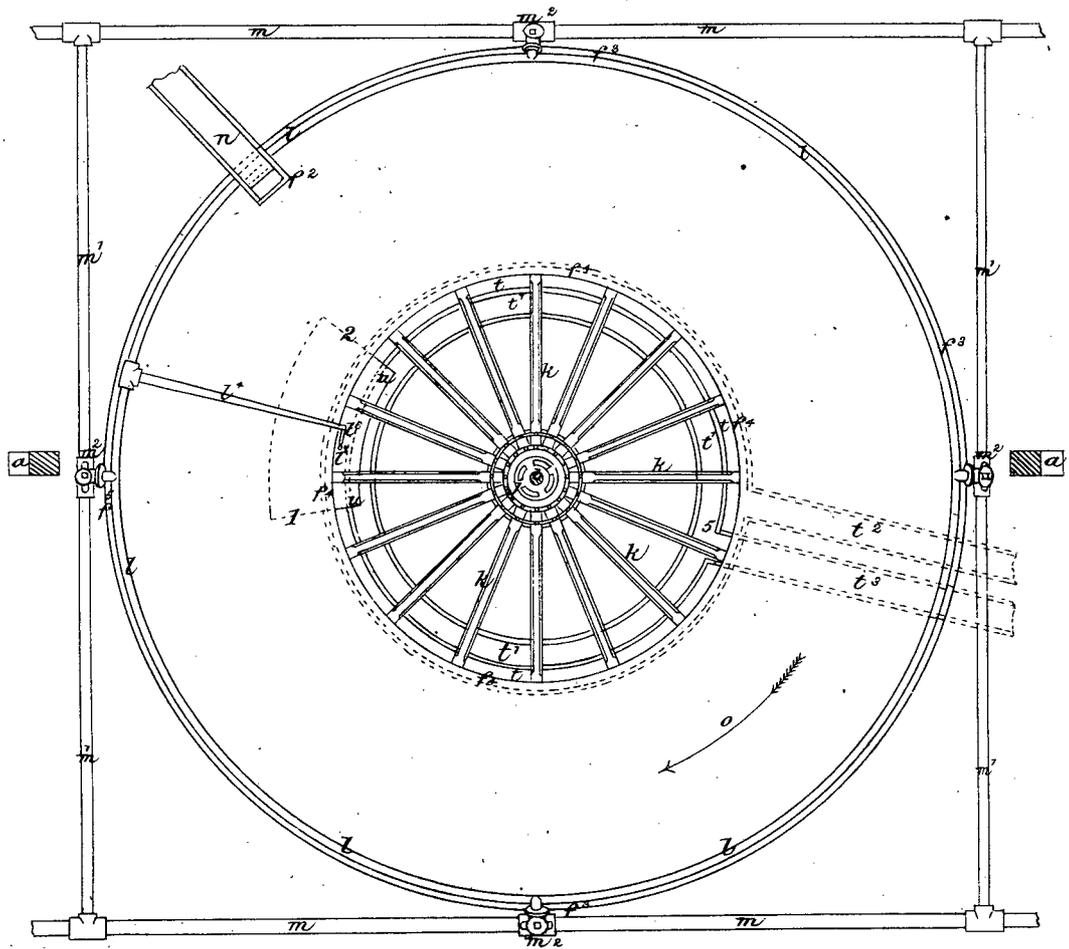
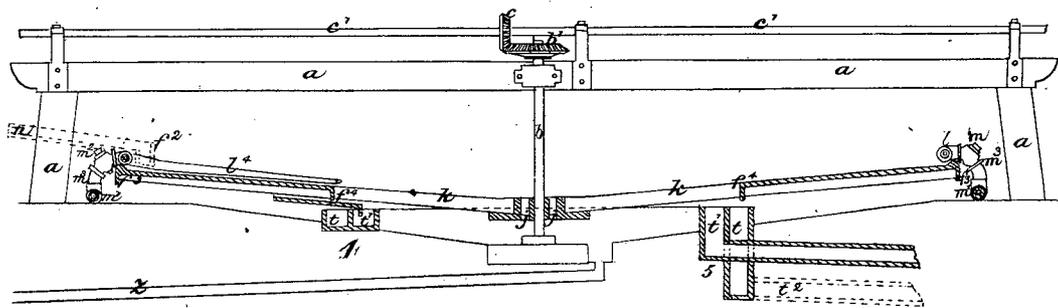


FIG. 11.



This is the Sheet of Drawings marked F, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1871.

Belmore.

FIG 12.

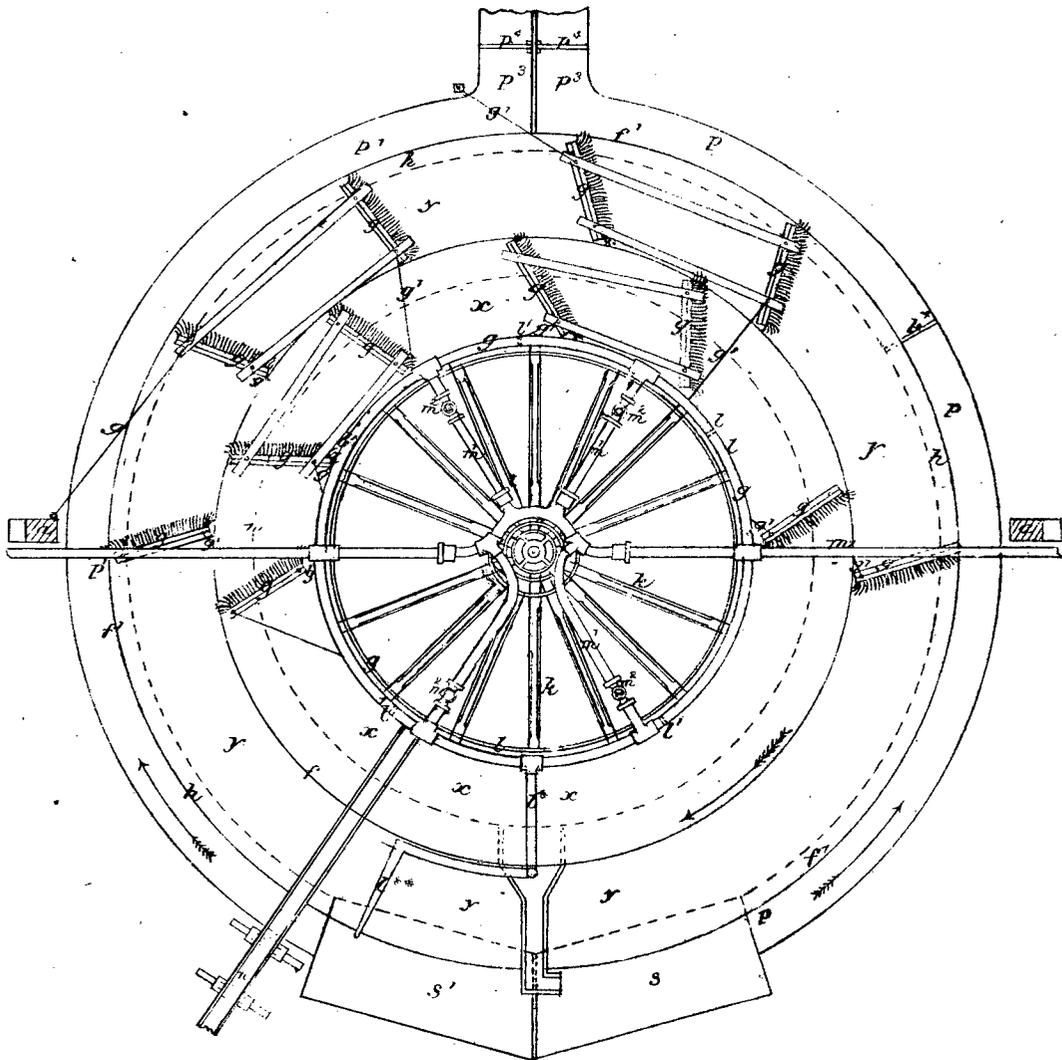
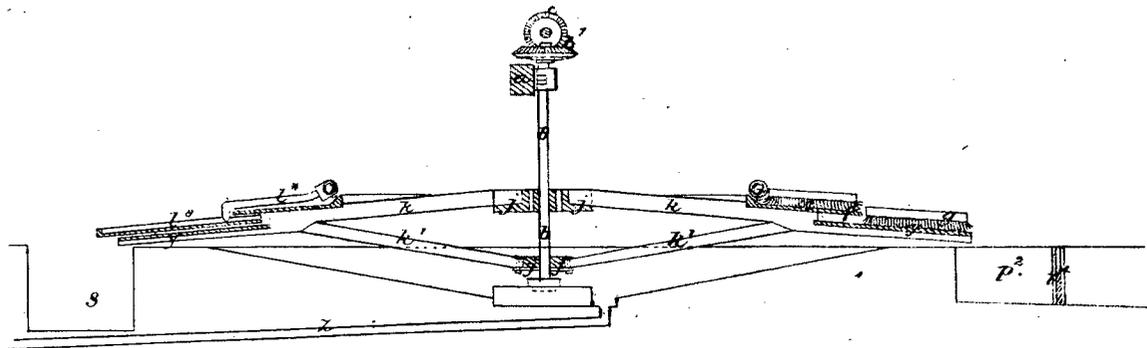
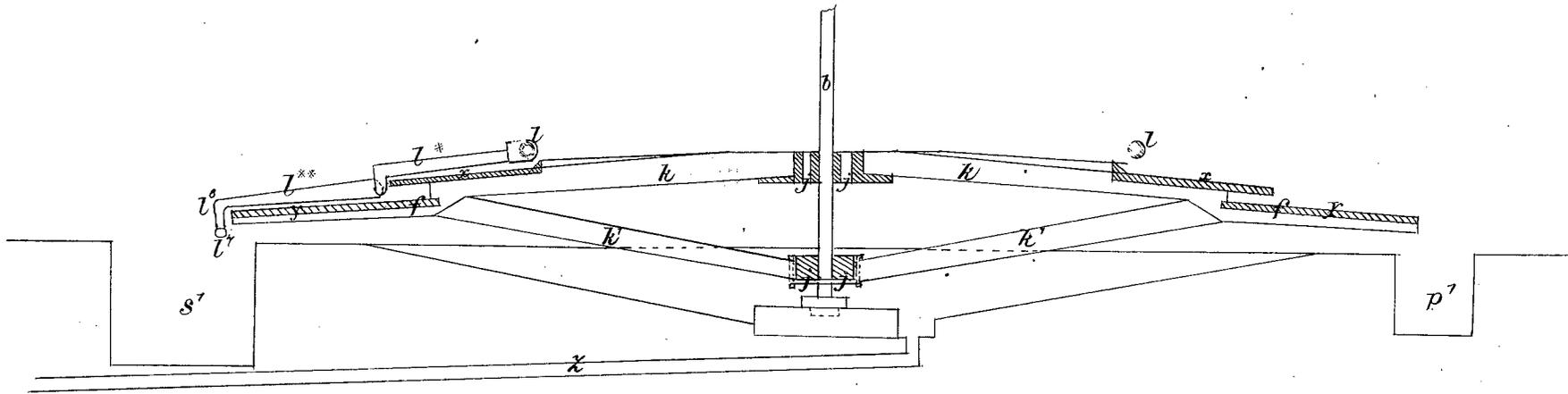


FIG. 13.



*This is the Sheet of Drawings marked G, referred to in the annexed Letters of Registration granted to Charles Frederick Collom, this twenty-fourth day of July, 1881.
Belmore.*

FIG. 13*



*This is the Sheet of Drawings marked H, referred to in the
annexed Letters of Registration granted to Charles Frederick
Collony, this twenty-fourth day of July, 1871.*

Belmore.

(Fig. 5)

FIG. 14.

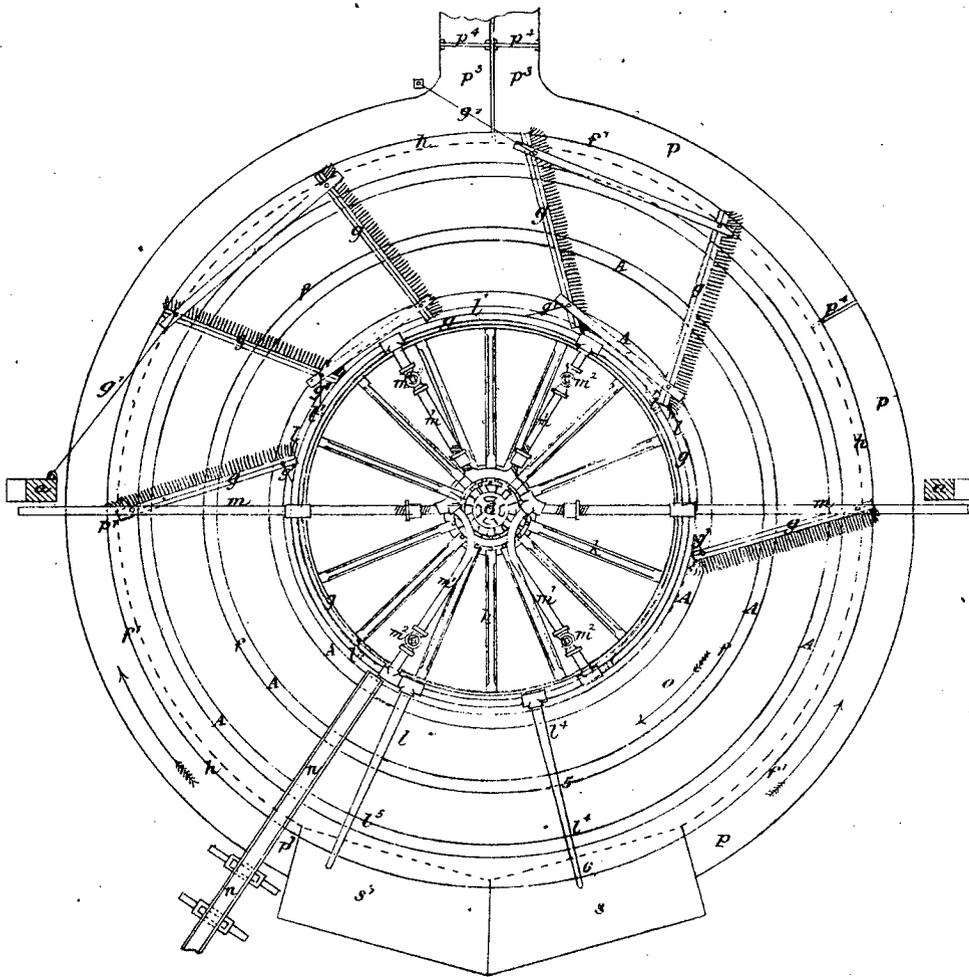
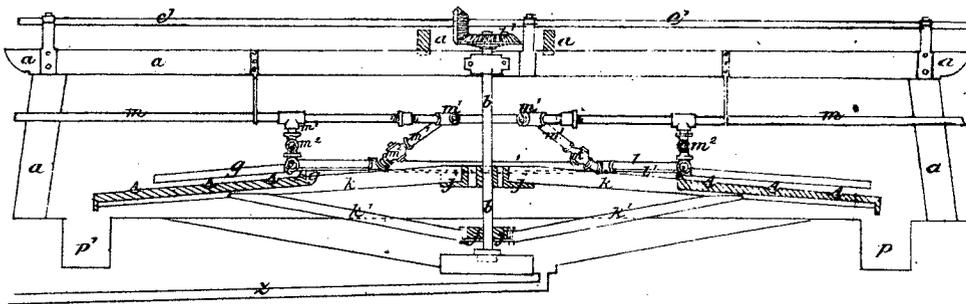


FIG. 15.



*This is the Sheet of Drawings marked I, referred to in
 the annexed Letters of Registration granted to Charles
 Frederick Collom, this twenty-fourth day of July 1871.
 Belmore.*

[51]



A.D. 1871. 9th August. No. 280.

IMPROVEMENTS IN MACHINERY FOR MANUFACTURING BRICKS.

LETTERS OF REGISTRATION to Augustus Morand, for Improvements in Machinery for manufacturing Bricks.

[Registered on the 9th day of August, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS AUGUSTUS MORAND, of Brooklyn, New York, United States of America, now of Leeds, in the county of York, brick-machine manufacturer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in Machinery for manufacturing Bricks," which is more particularly described in the specification, marked A, and the three sheets of drawings, marked B, C, and D, respectively, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Augustus Morand, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Augustus Morand, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Augustus Morand shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this ninth day of August, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Machinery for manufacturing Bricks.

A.

SPECIFICATION.

AUGUSTUS MORAND, of Brooklyn, New York, United States of America, now of Leeds, in the county of York, Brick-machine Manufacturer.

“Improvements in Machinery for manufacturing Bricks.”

MY said invention relates to a machine which has a pug mill and a horizontally rotating mould wheel or table of the usual construction, the clay being passed through the said pug mill to the moulds in the table, and the bricks delivered therefrom, in a manner well understood by those familiar with this manufacture.

The object of my said invention is the production of a thoroughly efficient machine, which will be more simple of construction, more durable, compact, and convenient, and less costly, than the combined pugging and moulding machines hitherto used.

To effect this object, I construct my said machine in the following manner:—Upon a base-plate or bed of cast-iron, or other suitable material, I erect a strong upright frame or standard. Upon this standard the pug mill is supported above the mould wheel or table, and at one side of the centre of the same. The pug mill shaft is driven directly from a horizontal driving shaft, by means of a worm or screw and worm wheel—the worm being fixed on the horizontal shaft, and the wheel on the pug mill shaft. The said pug mill shaft is supported at the top in a bearing formed in a bracket, which is securely fixed on the side and near the top of the main frame or standard. The horizontal worm shaft is fitted to turn freely in small standards, which are firmly secured on the top of the main upright standard.

The mould wheel or table is supported to turn freely on a stud or short fixed shaft, which is secured on the base-plate or bed. This table has a rotating motion independent of the pug mill shaft, communicated to it by a second worm or screw, which gears into worm teeth on the mould wheel, on or near the periphery thereof. The said worm is fixed on a second horizontal shaft which is arranged below the first-mentioned worm shaft, and is supported to turn freely in standards fixed on the base-plate, or some other suitable part of the machine. The driving power is communicated from a steam or other engine, direct to one of the worm shafts, and these shafts are connected together by a belt or band passing over pulleys on the shafts.

It will thus be seen that I communicate the required rotating motion to the pug mill shaft and the mould wheel or table solely by the worm gearing, and use no other wheel gearing for this purpose in any part of the machine. By this means I greatly simplify the construction of the machine, and consequently diminish its cost and its liability to derangement, and render it more compact and convenient, while at the same time I obviate the unpleasant noise occasioned by the use of cogged or toothed wheels.

The moulds are formed in the table in the usual manner, and each mould is provided with a piston or follower for expelling the bricks from the moulds. These followers are operated by an inclined circular plate placed below the table. I prefer to give the bricks a slight compression while they are in the moulds, and I effect this compression by a peculiarly formed portion of the inclined plate below the pug mill. At the bottom of the said pug mill is a plate with an aperture through which the clay is forced, by the knives or blades of the pug mill, into the moulds. This bottom plate is extended beyond the pug mill, and forms a pressure-plate at the top of the moulds as they pass forward after being filled with clay. The inclined plate, acting on the followers as they pass under the aforesaid bottom plate, gives the bricks the desired compression. It is important, however, that this pressure should be relaxed as the moulds pass beyond the edge of the bottom plate, and I therefore make the portion of the inclined plate which lies under the edge of the said bottom plate parallel with the same for a short distance. The inclined circular plate, therefore, has the following peculiarity of configuration:—It is first made level to allow the filled moulds to pass from under the opening in the bottom of the pug mill, it is then inclined upward to a point nearly under the edge of the bottom or pressure plate, then made parallel with the said plate for a short distance, and from this parallel portion it is inclined upward to the point where the bricks are taken from the table; from this point or beyond it the inclination is reversed, to allow the followers to descend.

I prefer to have the bricks delivered automatically from the table upon an endless carrying belt or apron, which has one end arranged in close proximity to the table, so that it may receive the bricks directly therefrom. This belt or apron is passed over pulleys, one of which is connected, by means of another pulley and belt, with a driving pulley on the lower horizontal or worm shaft.

As the table rotates, the bricks in the moulds are gradually ejected therefrom, and, as fast as each brick is raised completely out of the mould, it is brought up to a guide bar or plate which lies parallel with the carrier belt or apron. In connection with this guide bar, or forming part of it, is a pusher, which drives the brick forward upon the apron, the latter then carrying it away from the table. I operate the said pusher by means of cam-like projections on the table, below the teeth thereon. The said pusher is forced outward by these projections, and is drawn inward after each brick is delivered, by a suitably arranged india-rubber or metal spring, or by a weight.

The pusher has a chamber or box, wherein I place some absorbent material or other contrivance for holding a quantity of lubricating matter, which may be conducted thereto from a reservoir, through a tube, or a groove or channel in the pusher-rod. As the pusher passes to and fro over the piston it lubricates the surface of the same. If it is desired to subject the bricks to a further compression after they have been removed from the moulds, I may place a press near the periphery of the table. I in this case arrange the aforesaid pusher to deliver the bricks first to the press, and then from the press to the carrier-belt.

DESCRIPTION OF THE DRAWINGS.

Figure 1 is a plan of my improved machine, partly in horizontal section.

Figure 2 is a side elevation, and

Figure 3 a back elevation of the same.

Figure 4 is a section on the line *x x* figure 1.

Like

Improvements in Machinery for manufacturing Bricks.

Like letters indicate corresponding parts throughout the drawings. *a* is the base-plate or bed, which is of convenient shape and dimensions for supporting the various parts of the machine; *b* is the upright frame or standard; *c*, the pug mill; *d*, the mould wheel or table; *e*, the pug mill shaft; *f*, the worm wheel on the same; *g* is the worm or screw geared in connection with the worm wheel *f*; *h* is the horizontal driving shaft, whereon the said worm is firmly keyed or otherwise securely fixed. It will be observed that the worm *g* is fitted and kept in place between the two bearings *h*¹ *g*¹ *g*¹ are shoulders on the worm *g*; *i* is a pulley whereby the shaft *h* receives motion from the engine; and *v*¹ is another pulley on the said shaft for driving the lower horizontal shaft. The worm *g* should have a tray or trough, *g*², placed below it, containing oil, so that the said worm while working shall be partially immersed therein. The bearings *h*¹ are bolted or otherwise firmly secured on the top of the standard *b*.

The upper end of the pug mill shaft *e* has a bearing in the bracket *e*¹, which is also firmly bolted or screwed upon the standard *b*. The said shaft is provided inside the pug mill with knives or blades in the usual manner. *j* is a hopper or shoot for conducting the clay into the pug mill. For convenience, I prefer to construct the cylinder of the pug mill in two parts, *c*¹ *c*², the latter of which may be readily removed or opened when it is desired to examine the interior of the pug mill.

The arrangement of the pug mill in relation to the table *d* will be readily understood by referring to figure 1, which shows clearly the moulds *d*¹ in the said wheel. I prefer to use eight of these moulds, but it is obvious that any other convenient number may be employed. *d*² is the centre pin or stud on which the table *d* rotates. The sectional view, figure 4, shows a convenient manner of securing the said pin. *d*³ is a socket or foot, which is firmly bolted or otherwise fixed on the base-plate or bed *a*. The pin *d*² extends up level with the top of the table *d*. The lower face of the boss *d*⁴ of the said table rests on the upper face of the socket *d*³, so that the table has a firm support thereon. *l* is the worm wheel or series of worm teeth on the table; *m* is the worm or screw, which is geared into the said worm wheel. *n* is the lower horizontal shaft on which the worm *m* is keyed or otherwise firmly secured. The worm *m*, like the upper worm *g*, is kept in place between two bearings, *n*¹, which are firmly bolted or screwed upon the base-plate *a*. *o* is a pulley on the end of the shaft *n*, whereby the said shaft is driven from the upper shaft *h*; *m*¹ is an oil trough similar to *g*².

It will be seen that the bottom plate *k* of the pug mill is wider than the diameter of the cylinder, and that it extends to the centre of the mould wheel, where it has passed through it a screw, *d*⁵, which is tapped into the pin or stud *d*². This screw and the screw *d*⁶ hold the pin *d*² firmly in the socket. The pug mill is firmly secured above the table upon the standard *b* by the arms *c*², which are firmly bolted or screwed to the said standard.

The inclined circular plate *p* is also firmly secured upon the base-plate *a*, below the table, as clearly shown in figure 2. The pistons or followers *q* have rollers, *q*¹, which run on the incline, and the bricks are raised out of the moulds as the followers pass from under the pressure plate *k* to the point of delivery on the incline.

As hereinbefore specified, the peculiar formation of the incline allows me to compress the bricks in the moulds, and relax the pressure as the bricks pass from below the pressure plate *k*. From 1 to 2 is a short incline which lies under the said pressure plate, and it is obvious that in passing over this incline the followers will be forced upward, and the bricks will be compressed between them and the plate *k*. If this pressure were continued beyond the edge *k*¹ of the said plate, the bricks in passing from under the said edge would be unequally compressed; I therefore make the portion of the inclined plane from 2 to 3 horizontal or parallel with the plate *k*, and while passing over this part the followers are not acted upon. From the point 3 to 4 the followers are gradually raised, and the bricks expelled from the moulds.

The devices for removing the bricks from the table are best shown in figures 1 and 2. *r* is the carrier belt or apron, which passes over the pulleys *r*¹ *r*². On the shaft of the pulley *r*¹, which is supported in the brackets *s*, there is a pulley, *r*³, which is connected by the belt *r*⁴ with the pulley *r*⁵ on the shaft *n*. *t* is the combined pusher and mould-lubricator, which is moved outward by the cam-projections *t*¹, one of which is arranged on the table outside each of the moulds. *t*² is a lever, whose fulcrum is at *t*³. The projections *t*¹ act on the part 6 of this lever. *t*³ is the spring for drawing back the pusher after each brick is delivered; *t*⁴ is the pusher guide, and *t*⁵ the guide brackets for the same.

The incline *p* is so arranged that the bricks are raised to the top of the table just before they come in contact with the guiding part *t*⁶ of the pusher rod; the cam-projection *t*¹ then forces the pusher outward, which delivers the brick to the carrier-belt. The pusher then returns into position to receive the next brick; as it passes over the top of the piston or follower it deposits thereon the lubricating matter, which is carried down into the mould as the follower descends. *u* is the chamber containing the lubricant, which may be supplied to the same continuously from a reservoir, or in any other convenient manner. I sometimes form the bottom plate of the pug mill with a receptacle for oil, which is admitted to the moulds as they pass under it.

In some cases I have two of the machines placed side by side, operated by a single engine, mounted upon the base-plate or the standards, the same worm-shafts serving for both machines.

CLAIMS.

- First.—Driving a pug mill shaft (when the same is arranged above a horizontally rotating mould table in a pugging and moulding machine) by a worm or screw and worm wheel.
- Second.—Driving the mould wheel or table of a pugging and moulding machine by a worm or screw geared into worm teeth on the said mould wheel or table.
- Third.—The pug mill and mould wheel or table arranged together with worm or screw gearing, applied to the shaft and table in such a manner that the required motion is imparted directly to them without the use of other wheel gearing in any part of the machine.
- Fourth.—A pusher (for delivering the bricks from the table to the carrier-belt, or to a press) operated by projections on the mould wheel or table.
- Fifth.—The combination with the said pusher of means for lubricating the moulds.

Sixth

Improvements in Machinery for manufacturing Bricks.

Sixth.—A machine for pressing and moulding bricks with the pug mill and mould wheel, the worm or screw gearing, the circular inclined plane and delivery apparatus, combined, arranged, and operating together substantially as set forth for the purposes specified.

Seventh.—The combined pushing and lubricating devices forced outward by cam projections on the mould wheel, and inward by a spring or weight, and arranged in combination with the said table and the carrier-belt, or with a press, substantially as set forth for the purposes specified.

AUGS. MORAND.

Witnesses,—

WM. ROBT. LAKE.
E. C. JACKSON.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to Augustus Morand, this ninth day of August, 1871.

BELMORE.

REPORT.

Sydney, 18 July, 1871.

SIR,

We do ourselves the honor to return the documents transmitted under your B.C. communication of the 8th instant, and to report that, having examined Mr. Augustus Morand's plans and specification for "Improvements in Machinery for making Bricks," we recommend that Letters of Registration be granted, in accordance with Mr. Morand's petition, specification, drawings, and claims.

We have, &c.,

GOTHER K. MANN.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—three sheets.]

FIG. 1.

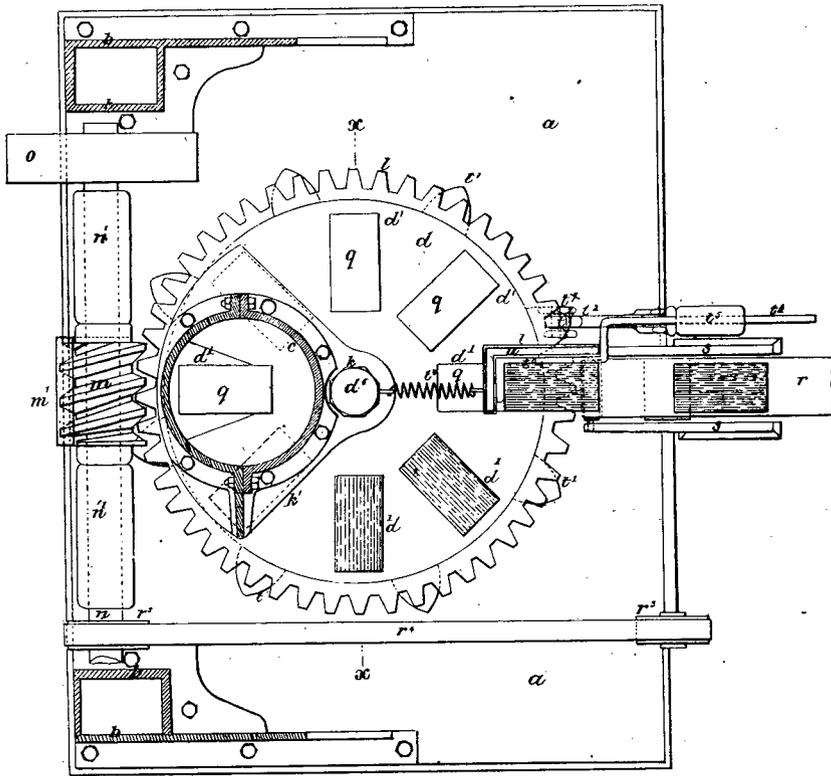
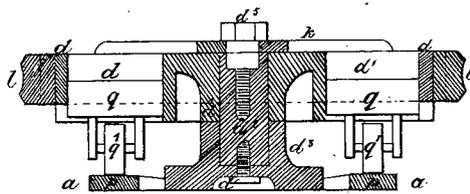


FIG. 4



Aug. Morand.

*This is the sheet of Drawings marked B,
referred to in the annexed Letters of
Registration granted to Augustus Morand,
this ninth day of August 1871.*

Belmore.

Witnesses.

*W^m. Rob^t. Lake.
E. C. Jackson.*

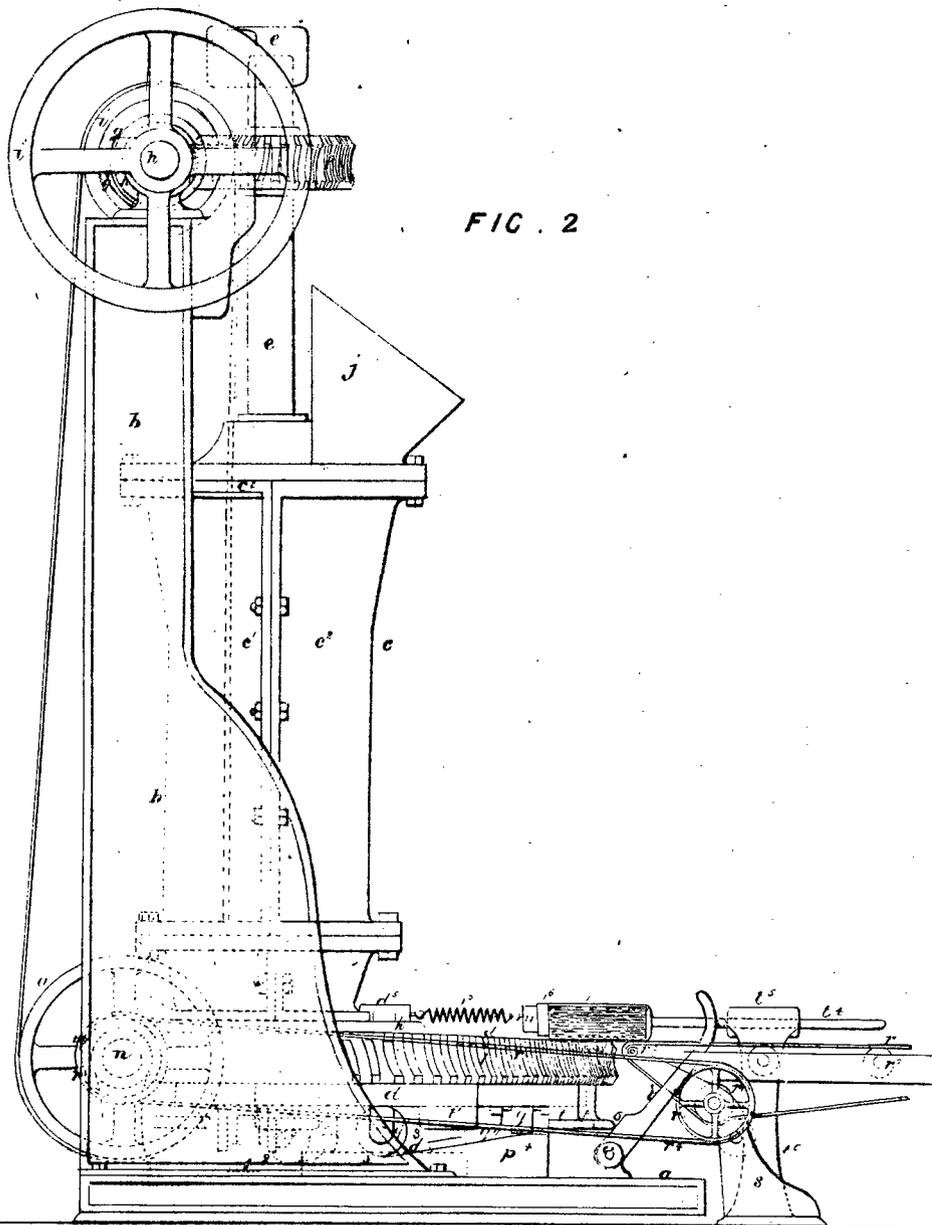


FIG. 2

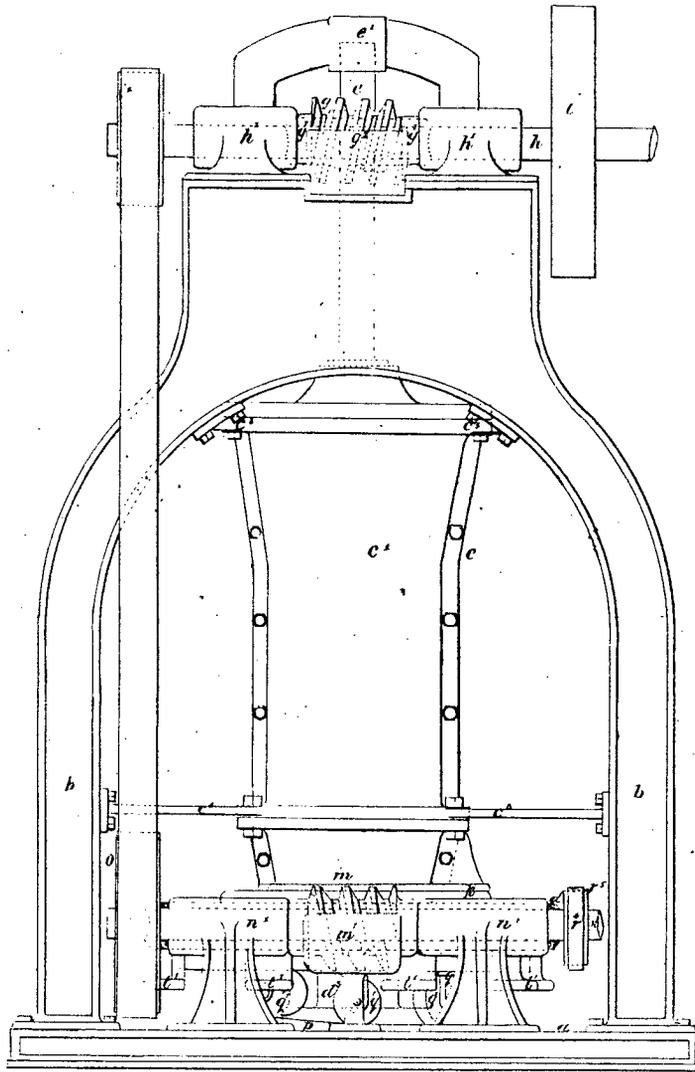
Aug. Morand.

This is the sheet of Drawings marked C. referred to in the annexed Letters of Registration granted to Augustus Morand this ninth day of August 1871.

Belmore

Witnesses
W^m Rob^t Lake
E. C. Jackson

FIG 3.



Aug Morand.

This is the sheet of Drawings marked D referred
 to in the annexed Letters of Registration granted
 to Augustus Morand this ninth day of August 1871
 Belmore.

Witnesses
 W^m Rob^t Lake
 E C Jackson.



A.D. 1871, 17th August. No. 281.

SELF-ACTING MACHINE FOR THE SEPARATION OF METALS, ORES, AND MINERALS.

LETTERS OF REGISTRATION to Gustavus Wolff, for a Self-acting Machine for the separation and classification of Metals, Ores, and Minerals.

[Registered on the 17th day of August, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS GUSTAVUS WOLFF, of Grahamstown, in the province of Auckland, in New Zealand, Doctor of Philosophy, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for a "Self-acting Machine for the separation and classification of Metals, Ores, and Minerals, according to their size and different degrees of specific gravity," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Gustavus Wolff, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Gustavus Wolff, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Gustavus Wolff shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this seventeenth day of August, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Self-acting Machine for the separation of Metals, Ores, and Minerals.

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, GUSTAVUS WOLFF, of Grahamstown, in the province of Auckland, in New Zealand, Doctor of Philosophy, send greeting :

Whereas I am desirous of obtaining Royal Letters Patent for securing unto me Her Majesty's special license that I, my executors, administrators, and assigns, and such others as I or they should at any time agree with, and no others, should and lawfully might, from time to time, and at all times during the term of fourteen years (to be computed from the day on which this instrument shall be left at the office of the Patent Officer), make, use, exercise, and vend within the Colony of New South Wales and its Dependencies, an invention for a self-acting Machine for the separation and classification of Metals, Ores, and Minerals, according to their size and different degrees of specific gravity, and, in order to obtain the said Letters Patent, I must, by an instrument in writing under my hand and seal, particularly describe and ascertain the nature of the said invention, and in what manner the same is to be performed, and must also enter into the covenant hereinafter contained : Now know ye, that the nature of the said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement, that is to say :—

The machine may be described as a series of wooden boxes, marked *a a a* in the plans hereto annexed (or of almost any material), varying in size ; the smaller ones retaining the larger and heavier particles, the larger ones the smaller and lighter particles, slime, &c. The whole apparatus is self-acting. A stream of water containing the substances to be treated is conveyed by flume marked *b* in the said plans into the first of the said boxes, *a a a*, and thence into every following (subsequent) one of the whole series, depositing in its onward progress towards the flume marked on the plan *c*, the metals, ores, or minerals, according to their different sizes and specific gravity, and leaving the apparatus by the said flume marked *c*. Flume marked *d* is on the plans placed somewhere in the upper part of the apparatus, conveys a stream of clear water, which is admitted into the lower compartments, marked *e e e*, through apertures marked *f f f*, provided with slides marked *k k k*, or some other arrangements for the purpose of regulating the depth and flow of water, and to purify the materials brought into boxes *a a a*. The slots marked *g g g* allow the fluid from the said compartments, marked *e e e*, to act upon the fluid in the boxes *a a a*, when, by judiciously regulating the force and quantity of these two streams above referred to, the depositing of the substances, metals, ores, minerals, is brought about. *h h h* are apertures, with pipes, *i i i*, fixed thereto, for the purpose of drawing off the settled substances for further treatment. Neither the number or the size of the boxes *a a a*, nor of the compartments *e e e*, and their appurtenances, are defined, as they are to be varied according to the nature and other qualities of the materials to be treated.

And I do hereby, for myself, my heirs, executors, and administrators, covenant with Her Majesty, Her Heirs and Successors, that I believe the said invention to be a new invention as to the public use and exercise thereof, and that I do not know or believe that any other person than myself is the true and first inventor of the said invention, and that I will not deposit these presents at the office of the Chief Secretary or of the Patent Officer with any such knowledge or belief as last aforesaid.

In witness whereof, I have hereunto set my hand and seal, this fourth day of July, one thousand eight hundred and seventy-one.

GUSTAVUS WOLFF.

Signed, sealed, and delivered by the said Gustavus Wolff, }
in the presence of—

JAMES DE CORISH,
of Grahamstown,
Thames Gold Fields, N. Z.

This is the specification referred to in the annexed Letters of Registration, granted to Gustavus Wolff, this seventeenth day of August, 1871.

BELMORE.

REPORT.

Electric Telegraphs, Chief Office,
Sydney, 28 July, 1871.

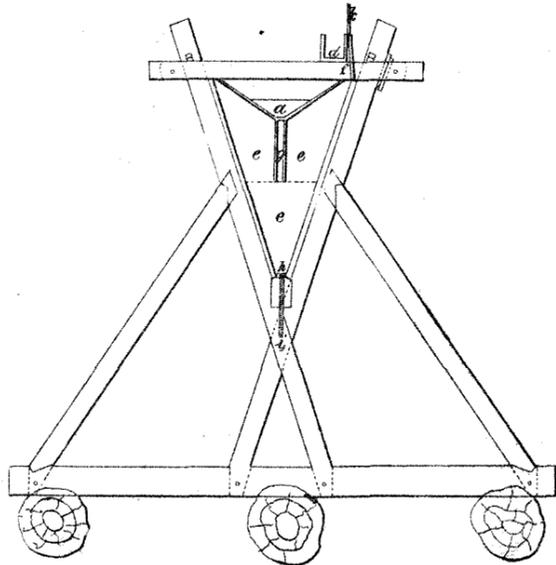
SIR,

In compliance with your request, we have examined the specifications and drawings of Dr. Gustavus Wolff's invention for a self-acting Machine for the separation and classification of Metals, Ores, and Minerals, according to their size and different degrees of specific gravity ; and we have now the honor to report that we see no objection to the granting of Letters of Registration as desired.

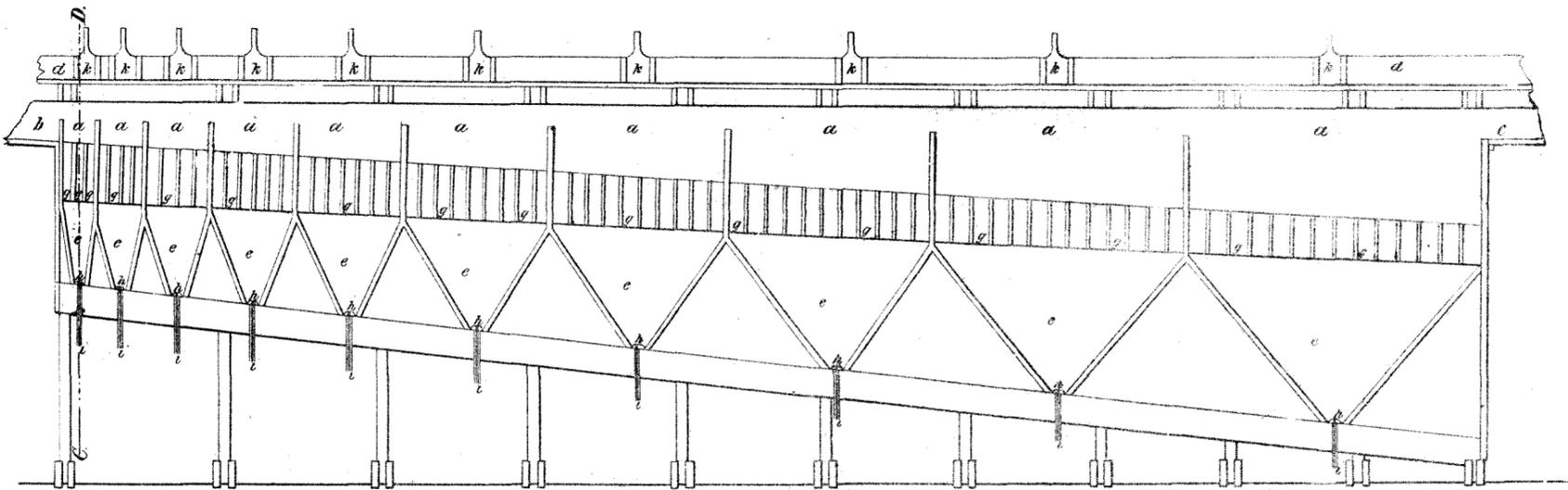
We have, &c.,
E. C. CRACKNELL.
CHAS. WATT.

THE PRINCIPAL UNDER SECRETARY.

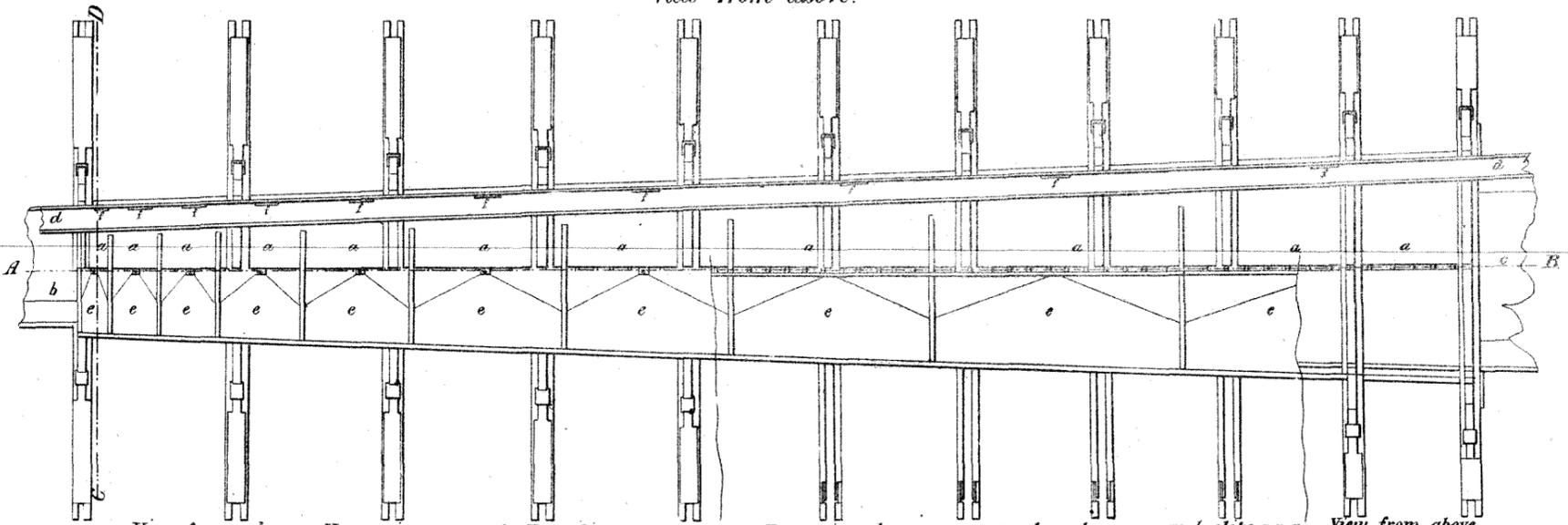
TRANSVERSE SECTION.
C.D.



LONGITUDINAL SECTION. A.B.



View from above.



View from above - Upper ties removed - Partitions of boxes a. a. a. removed leaving compartments with their partitions visible.

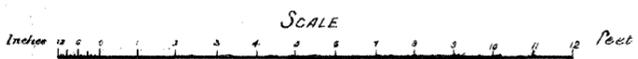
Upper view showing compartments c.c.c. and slits g.g.g. in horizontal section bare groundsills.

View from above.

This is the sheet of Drawings referred to in the annexed Letters of Registration granted to Gustavus Wolff this seventeenth day of August 1871.

Belmore

D^r Gustavus Wolff



[57]



A.D. 1871, 25th August. No. 282.

IMPROVEMENTS IN REAPING AND MOWING MACHINES.

LETTERS OF REGISTRATION to Joseph Nicholson, for Improvements in Reaping and Mowing Machines.

[Registered on the 26th day of August, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS JOSEPH NICHOLSON, of Melbourne, in the Colony of Victoria, agricultural implement maker, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is-to say; of an invention for "Improvements in Reaping and Mowing Machines," which is more particularly described in the specification, marked A, and two sheets of drawings, marked B and C respectively, which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Joseph Nicholson, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Joseph Nicholson, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Joseph Nicholson shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-fifth day of August, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Reaping and Mowing Machines.

A.

SPECIFICATION of JOSEPH NICHOLSON, of Melbourne, in the Colony of Victoria, Agricultural Implement Maker, for an invention intituled "Improvements in Reaping and Mowing Machines."

THIS invention consists of certain improvements in Reaping and Mowing Machines, which have for their object the lessening of the cost of manufacture, without interfering with the efficiency of such machines.

They refer mainly to the method of supporting the finger-bar. I propose to construct the finger-bar with only one bend in it, namely, where it rises from the level of the knife-bar towards the axle of the bearing-wheel; and in that part which does so rise, I propose to make a slot or a series of perforations one above the other, and large enough to receive the end of the axle of the bearing-wheel, which I propose should pass quite through it, and be fastened thereto by means of a nut screwed on to its end. The axle I propose to make of a piece of turned round iron, with a shoulder to keep it in position, and a screw thread on its inner end to receive the aforesaid nut.

I also propose to construct a bracket, with the upper portion thereof in the shape of a hollow oblong box, made of iron in one casting, through both sides of one end of which the axle is to pass, and against the inner side of which the shoulder on the axle is to rest. This bracket is to be cast with two sockets, one on each side, to receive the ends of the seat irons, and with a plane surface on which the pole is to rest, and to which it is to be attached by means of two screws, one at each end (a flange being cast on each side, to assist in keeping the pole in position). It is also to be made with flanges on the inner side, to receive the end of the finger-bar. It is also to be so made as to receive the gearing for imparting motion to the knife-bar.

Referring to the drawings hereto attached, where the nature of the figures are marked, and in which the same letters indicate the same parts wherever they occur, it will be found that the finger-bar is marked A; flanges to receive same, A¹; the axle, B; shoulder thereon, B¹; and screw-thread, B²; nut, C; bracket, D; flanges thereon, D¹; socket for driver's seat-iron, E; socket for raker's seat-iron, F; screws to connect pole to bracket, G; holes to receive such screws, G¹; H, toothed wheel for working on inner periphery of bearing wheel; eccentric for driving knife-bar, I; disconnecting gear for same, J; flap for oil cups, K; circular shield on outer side of bracket to prevent entrance of dust, L; shoulders cast on bracket, M.

Having thus described the nature of my invention, and the manner of performing same, I would have it understood that I do not confine myself to the precise details herein set forth and described, so long as the nature of my invention be retained, but I claim—

- 1st.—The method of supporting the finger-bar A by suspending it from one end of the axle B, and preserving it there by means of nut C and flanges A¹, substantially as herein described and explained.
- 2nd.—The construction of the upper portion of the bracket D in the form of a hollow oblong box.
- 3rd.—The construction of the bracket D with a plane upper surface for the pole to rest upon, either with or without flanges D¹.
- 4th.—The construction of the bracket D with perforations for passage of axle, one being smaller than the other, so as to form a resistance to the shoulder B¹ on axle B, and with shield, L, for excluding the dust.
- 5th.—The construction of the bracket D with sockets, E and F, for the purposes stated.
- 6th.—The construction of axle, B, with shoulder, B¹, and screw thread, B².

JOSEPH NICHOLSON.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to Joseph Nicholson, this twenty-fifth day of August, 1871.

BELMORE.

REPORT.

Sydney, 2 August, 1871.

SIR,

Having examined Mr. Joseph Nicholson's specification and plans for "Improvements in Reaping and Mowing Machines," transmitted for our report, under your B.C. communication of the 28th July,—we do ourselves the honor to recommend that Letters of Registration be granted to Mr. Nicholson, in accordance with his Petition and claim.

We have, &c.,

GOTHER K. MANN.
A. O. MORIARTY.

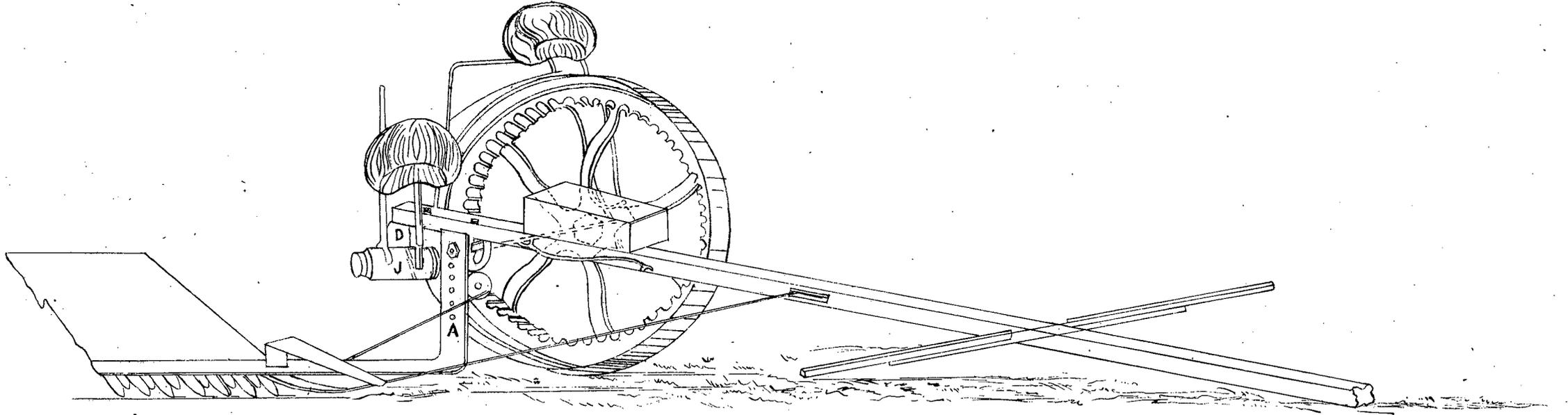
THE PRINCIPAL UNDER SECRETARY.

[Drawings—two sheets.]

No. 283.

[Assignment of No. 141. See page 45 of Return of 8 December, 1870.]

Nicholson's Patent

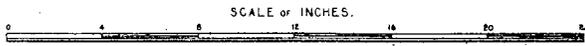
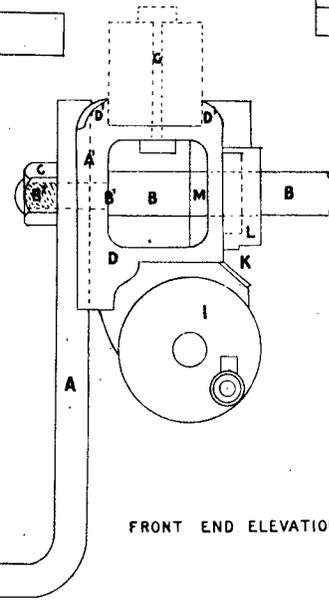
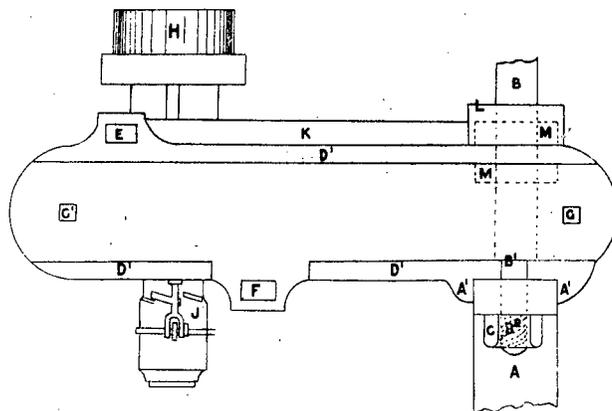
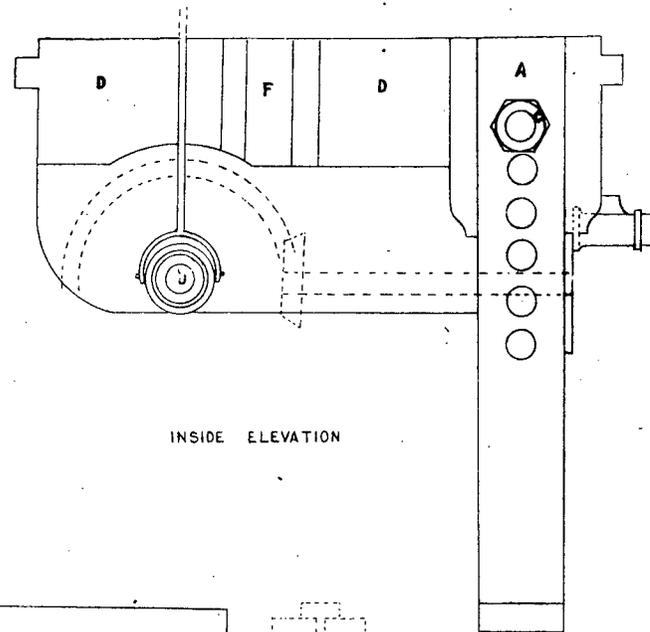
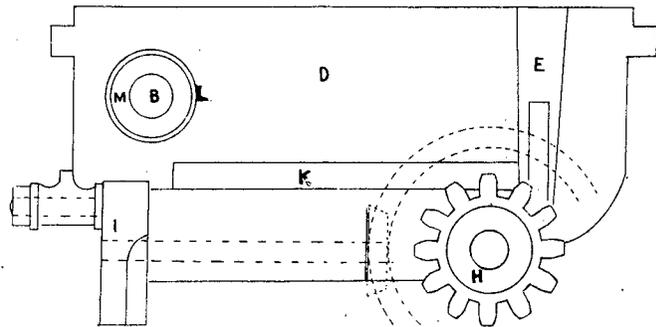


Perspective

This is the Sheet of Drawings marked B, referred to in the annexed Letters of Registration granted to Joseph Nicholson this twenty-fifth day of August, 1871.

Belmore.

NICHOLSON'S PATENT



This is the Sheet of Drawings marked C, referred to in the annexed Letters of Registration granted to Joseph Nicholson, this twenty-fourth day of August, 1871.

Belmore

(Sig. 5)

[59]



A.D. 1871, 15th September. No. 284.

IMPROVEMENTS IN MACHINERY FOR BREAKING AND CUBING STONE.

LETTERS OF REGISTRATION to Jonas Brown Rider, for Improvements in Machinery for breaking and cubing Stone.

[Registered on the 15th day of September, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS JONAS BROWN RIDER, of Melbourne, in the Colony of Victoria, engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in Machinery for breaking and cubing Stone," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four; and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Jonas Brown Rider, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Jonas Brown Rider, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Jonas Brown Rider shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this fifteenth day of September, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Machinery for breaking and cubing Stone.

SPECIFICATION of JONAS BROWN RIDER, of Melbourne, in the Colony of Victoria, Engineer, for an invention intitled "Improvements in Machinery for breaking and cubing Stone."

THIS invention consists of certain improvements in machinery for breaking and cubing stone, and has for its main object the preparation of road metal in a cubical form.

According to my invention, an oscillatory or vibratory motion is imparted to the upper part of a vertical lever or hammer, by means of a cam. This lever is situated in the centre of the machine, and is connected to the cam shaft by means of a pair of bushes working in a slot in such lever, the lower end thereof being supported by a pin or spindle proceeding from or supported by the side of the casing of the machine. On each side of this lever or hammer a jaw is attached, the lower portion of which has a flange which fits into a corresponding groove made for the purpose in the side of the lever, which projects at this point so as to permit of such groove being made, and also so as to support the jaw. The upper portion of each of these jaws is kept in position by means of an iron band passing around a lug at the top and binding them to the lever, so that by loosening this band, the jaws can be lifted out and fresh ones substituted for them with the greatest facility.

Opposite to each of these (movable) jaws is a fixed jaw, firmly attached to and supported by each end of the casing, and having lugs or flanges proceeding from each side of their upper ends, with slots cut in them, so as to permit of their being fastened by wedges to each side of the casing. The gauge of the stone to be broken is adjusted by the insertion of packing or lining between these jaws and the casing.

One marked peculiarity of my invention is the peculiar construction of the face of the jaws, which consists of a series of recesses, each made (by preference) in the shape of an inverted pyramid, so that the projecting and consequently acting surface of the face of each jaw consists of a series of transverse lines or ridges made at right angles to each other, and forming the base of the series of inverted pyramids just referred to. These lines or ridges are so arranged as that those on the movable jaws do not work opposite those on the fixed ones, but between them.

In order, however, that my invention may be more clearly understood, I will proceed to refer to the drawings hereto annexed, where the same letters indicates the same parts wherever they occur. Figure 1 represents a side elevation of my improved machine for breaking and cubing stone, whilst figure 2 shows a top view; figure 3, an end view, and figure 8, a side sectional elevation of same. Figures 4 and 5 are plans of the face of each set of jaws, and figures 6 and 7 are side elevations of the same. A is the casing of the machine; B, the driving shaft; CC, the fly-wheels, and DD are fast and loose pulleys. E is the vertical lever or hammer, supported by spindle F, and operated by cam G, to the shaft of which it is attached by a pair of bushes, H, working in slot I. JJ are the movable jaws, having flanges at the bottom, fitting into grooves, K, and lugs at the top, marked L, bound to the lever by means of iron band, M. NN are the fixed jaws, and OO the lugs or flanges at the top. The inverted pyramidal-shaped recesses are clearly shown in figures 4 and 5.

The working faces of the jaws I prefer to make of Bessemer steel; and the brasses are adjusted by means of a nut acting on the smaller end of a wedge upon which a screw-thread is cut.

The stone to be treated is to be fed into one or other of the spaces between the jaws, when it will be broken in a more or less cubical form by means of the projecting ridges. Of course other jaws might be substituted for them, if so preferred, and the method of operating them still retained. In the event of the stone to be operated upon being in large blocks, I should prefer to place two machines together, one above the other, so that the upper one could be used for breaking down the stone, and the lower one for cubing and finishing it.

The construction of jaws, with the working face removable, is obviously applicable to any other arrangement of machinery for the same purpose.

Having thus described the nature of my invention, and the manner of performing it, I would have it understood that I do not confine myself to the precise details herein set forth and illustrated by my drawings, so long as the nature of my said invention be retained, but I claim—

- 1st.—The use in stone-breaking or cubing machines of a movable jaw or jaws, operated by the direct action of a cam, substantially as herein described and explained.
- 2nd.—The use of jaws, in stone-breaking or cubing machines, having a removable face.
- 3rd.—The use of removable jaws in stone-breaking or cubing machines, when such jaws receive motion by a direct cam action, substantially as herein described, and illustrated in figure 1 of the drawings hereto attached.
- 4th.—The construction of stone-breaking or cubing machines in which both the movable and fixed jaws have horizontal as well as vertical corrugations or ridges therein, and recesses between such ridges, substantially as herein described and explained, and illustrated in figures 4, 5, 6, and 7 of the drawings hereto attached.

This is the specification referred to in the annexed Letters of Registration granted to Jonas Brown Rider, this fifteenth day of September, 1871. BELMORE.

REPORT.

SIR,

Sydney, 24 August, 1871.

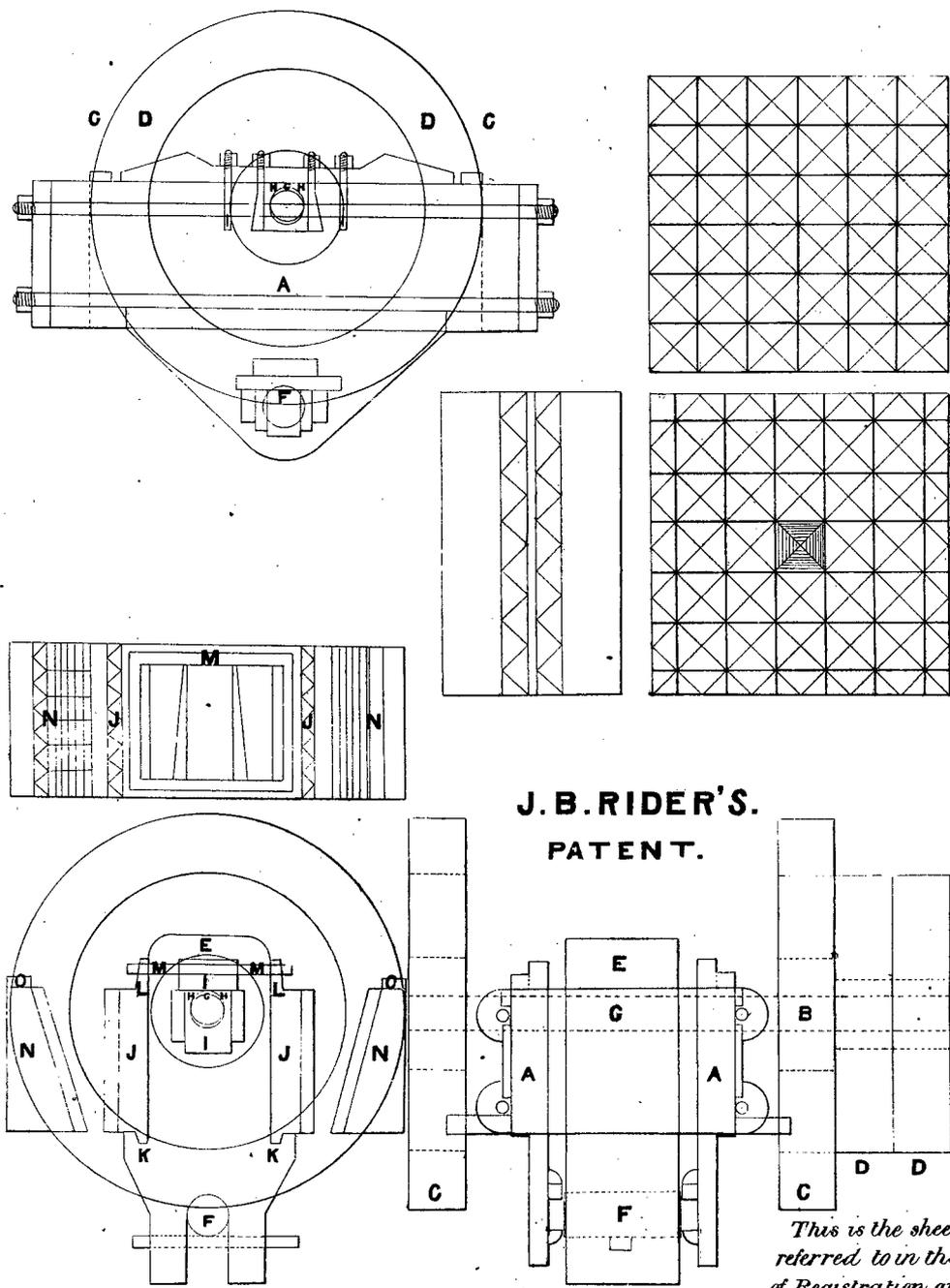
We do ourselves the honor to return the documents transmitted under your B.C. communication of the 11th instant, and to report that, having examined Mr. Jonas Brown Rider's plans and specification for "Improvements in Machinery for breaking and cubing Stone," we recommend that Letters of Registration be granted, in accordance with his Petition, specification, drawings, and claim.

We have, &c.,

GOTHER K. MANN.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]



**J. B. RIDER'S.
PATENT.**

This is the sheet of Drawings referred to in the annexed Letters of Registration granted to Josias Brown Rider this fifteenth day of September 1871.

Belmore.

[61]



A.D. 1871, 26th September. No. 285.

IMPROVED PROCESS FOR CLEANING WOOL, WOOLLENS, &c.

LETTERS OF REGISTRATION to Paul Toepler, for an improved process for cleaning all kinds of Wool, Woollen-yarn, Woollen-waste, Cotton-yarn, Cotton-waste, and such-like fibrous materials, &c., &c.

[Registered on the 26th day of September, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS PAUL TOEPLER, of Gracechurch-street, in the city of London, England, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "an improved process for cleaning all kinds of Wool, Woollen-yarn, Woollen-waste, Cotton-yarn, Cotton-waste, and such-like fibrous materials, and in separating the grease therefrom, and in the mode of treating the products resulting from such process to fit them for manufacturing purposes," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Paul Toepler, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Paul Toepler, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Paul Toepler shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-sixth day of September, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improved Process for cleaning Wool, Woollens, &c.

SPECIFICATION of PAUL TOEPLER, of Gracechurch-street, in the city of London, England, for an invention entitled "An improved process for cleaning all kinds of Wool, Woollen-yarn, Woollen-waste, Cotton-yarn, Cotton-waste, and such like fibrous materials, and in separating the grease therefrom, and in the mode of treating the products resulting from such said process to fit them for manufacturing purposes."

THIS invention is designed for cleaning animal and vegetable fibres, and freeing them from grease by a cold process, as follows:—The fibre intended to be cleaned is placed in a bath or vessel containing cold *amyl alcohol* and is left therein until the desired quantity of grease is separated or extracted from the fibre by the chemical action of the *amyl alcohol* thereon. The chemical compound or product thus formed by the *amyl alcohol* combining with the grease contained in or mixed with the fibrous materials, I propose to place in a still of the ordinary kind, and operate thereon with heat, by which I distil or bring over the *amyl alcohol* and separate it from the grease, and by these means am enabled to again use the *amyl alcohol*, and thus effect economy in the cost of the process.

The grease that remains in the bottom of the still contains a large percentage of stearine, well adapted for the manufacture of candles, and the residue from the grease may be employed for lubricating and other purposes.

Having now described the nature and object of my said invention for "An improved process for cleaning all kinds of wool, woollen-yarn, woollen-waste, cotton-yarn, cotton-waste, and such like fibrous materials, and in separating the grease therefrom, and in the mode of treating the products resulting from such said process to fit them for manufacturing purposes," together with the means by which it may be effected, I would remark that what I claim as my invention and desire to secure by Letters of Registration is, operating upon animal and vegetable fibres for cleaning them and separating the grease therefrom with cold *amyl alcohol*, and afterwards distilling the *alcohol* to separate it from the grease extracted from the fibrous materials, substantially as above described.

In witness whereof, I, the said Paul Toepler, have hereunto set my hand and seal, this eighteenth day of May, in the year of our Lord one thousand eight hundred and seventy-one.

PAUL TOEPLER.

Witnesses,—

W. HAUBERG,
9, Winston-street, King's Cross Road, London.
A. BROWNE,
85, Gracechurch-street, London.

This is the specification referred to in the annexed Letters of Registration granted to Paul Toepler, this twenty-sixth day of September, 1871.

BELMORE.

REPORT.

Victoria Chambers,
7 September, 1871.

SIR,

We have the honor to return herewith the Petition of Mr. Paul Toepler for Letters of Registration for "An improved process for cleaning all kinds of wool, woollen-yarn, woollen-waste, cotton-yarn, cotton-waste, and such-like fibrous materials, and in separating the grease therefrom, and in the mode of treating the products resulting from such said process to fit them for manufacturing purposes," transmitted to us, with the accompanying specification (in duplicate), by your blank cover, under date 5th instant.

We now beg to state that, having perused the said Petition and specification, and considered the same, we see no objection to Letters of Registration being granted, as applied for in terms thereof.

We have, &c.,

CHAS. WATT.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

No. 286.

[Assignment of No. 153. See page 73 of Return of 8 December, 1870.]

[63]



A.D. 1871, 30th October. No. 287.

IMPROVEMENTS IN CONSUMING SMOKE.

**LETTERS OF REGISTRATION to Edmund William Wright and Alfred Watts, for
Improvements in consuming Smoke.**

[Registered on the 31st day of October, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS EDMUND WILLIAM WRIGHT and ALFRED WATTS, both of Adelaide, in the territory of South Australia, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of "an invention for improvements in consuming Smoke," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Edmund William Wright and Alfred Watts, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Edmund William Wright and Alfred Watts, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Edmund William Wright and Alfred Watts shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of October, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

SPECIFICATION.

Improvements in consuming Smoke.

SPECIFICATION.

Invention for Improvements in consuming Smoke.

THE object of this invention is to economize fuel, prevent smoke, arrest the formation and the emission of cinders and sparks, and preserve the smoke boxes, fire doves, blast pipes, chimney and tubes of locomotive and other steam-engines, by means of an improved method of and apparatus for utilizing the waste and spare or live steam, waste and spare heat, and waste or spare momentum of locomotive and other steam-engines.

In the first place it may be desirable to define the meaning of some of the terms used in the title of this invention.

By "waste steam" is meant the steam which ordinarily rushes up the chimney of high-pressure engines after it leaves the cylinders, and which is generally used in locomotives as a means of causing a draught through the furnace, and also the steam which is blown through the safety-valves, or through the cylinder or other cocks.

By "spare steam" is to be understood that quantity of steam which can be usefully drawn from the boiler of an engine without interfering with the duty of the latter in a visible, marked, or injurious manner, or creating an extra consumption of fuel. For instance: when the steam-pressure gauge shows that there is more steam than is required, the overplus may be termed "spare steam."

By "waste heat" is signified the heat of the furnace, now wasted; and the heat of the steam, which is now carried off by the blast or chimney draught, and which serves no useful part in the working of the engine.

By "spare heat" is meant the heat of the spare steam above referred to.

By "waste momentum" and "spare momentum" is to be understood that force which (in railway locomotives) is exercised by the engine in overcoming atmospheric resistance, and which, if the atmospheric resistance were removed or nullified, would still be needlessly exercised by the engine, as in engines running down inclines with the steam shut off.

Although it is preferred to combine and utilize the agents above mentioned, namely, those termed "waste" and "spare" steam, yet conditions may exist in which "live steam" simply may be advantageously used with the apparatus which forms the subject of this invention; for example, in marine, or condensing, or certain stationary engines, and which is adapted for such purpose accordingly, as will be well understood; and it should also be mentioned that the several agents before referred to may obviously be used separately or in combination with each other, and we claim the right so to use them.

We shall now describe the nature of the apparatus employed to carry this invention into effect. A dozen or more tubes (the number being in accordance with the size of engine), constructed of suitable metal, and of nearly but not quite the diameter of ordinary boiler tubes, and about from (4) four inches to (4) four feet long, are ranged side by side in the first instance, and through each of these tubes is passed a length of smaller tube, also constructed of any suitable metal, such smaller tubes being longer than the exterior tubes just mentioned. These rows of tubes are securely let into and fastened to two or more chambers, formed of suitable metal, in such a way that the series of outer and larger tubes shall have one hollow cross-head chamber common to them, and that the series of smaller and internal tubes shall have a similar hollow cross-head chamber apportioned to them also. After the tubes are securely attached to the cross-heads, each series to its own cross-head chamber or chambers, both sets of tubes are bent, curved, widened, or adapted to any form of boiler, tube, plate, and mouths of tubes therein placed, the tubes being previously softened, and properly filled with lead or other suitable materials or rosin, in order to permit such operation, namely, the bending or adaptation thereof, as before mentioned, to be effected as well known and understood.

The larger cross-head (or air) chamber has one or more orifices capable of taking one or more air pipes, and the smaller cross-head (or steam) chamber has one or more orifices capable of taking one or more steam pipes.

The apparatus having been formed and bent as desired, the free ends of the concentric tubes are inserted tightly, either horizontally or vertically, or both horizontally and vertically, into one or as many of the boiler-tubes in the smoke box end of the boiler as may be found desirable.

Air pipes are arranged to lead through the smoke-box from the air orifices of the larger cross-head air chamber, either to the front or side or top of the engine, but preferably to the front, where they terminate in bell-mouthed or other orifices, capable of being reversed when the engine runs backward; or the air-pipe is placed so as to rise through the engine-chimney, as in a marine engine's chimney, and is so bent that, while receiving the "waste heat" of the furnace, the products of combustion in the furnace do not mingle with the free atmospheric air which this apparatus causes to rush into the fire-box.

From the steam orifice in the second smaller cross-head or steam chamber a steam-pipe or pipes leads or lead from the blast-pipe or boiler, or from both, as the case may be.

The operation of the apparatus in the case of railway locomotive engines is as follows:—As the engine moves on, its force presses against the air, a quantity of which air is naturally driven down or into the air-pipes. The exhaust-blast of the engine sends steam through the smaller cross-head chamber, and "induces" the air, already pressed into the larger cross-head air chamber, to rush through the row of boiler-tubes already occupied by the apparatus.

The steam thus sent in parts with its heat to the atmospheric air thus induced or forced, and both so united strike the fire, thus acting mechanically by the force of the steam, and chemically through the double decomposition which ensues; as, if the steam be chemically decomposed and hydrogen set free, the oxygen of the atmospheric air, induced, or drawn, or forced, by the union of the momentum of the engine and influence of the steam in a heated state, will supply the equivalent of oxygen required by the hydrogen thus set free. The steam acts mechanically in repressing the rush of cinders and sparks.

The apparatus may be made in "comb-lengths," and any quantity sawn off and fitted to any engine or tube-plate of a boiler with great facility and rapidity.

As above described, two faults are occasioned: steam is not so easily "got up," owing to the fact of cold air being readily drawn through the boiler by the air passages, which communicate from the fore part of the engine through the smoke-box, cross-head chamber, and so through the boiler tubes; again, while running into a station, and while steam is shut off, cold air rushes in through the boiler tubes by the same orifices,

Improvements in consuming Smoke.

orifices, and so rather cools down the boiler, besides being otherwise unsatisfactory. To obviate these disadvantages, hanging or other suitable valves are sometimes introduced into the air-pipes, the same being acted upon, firstly by the indraught of the steam and of the air, and secondly by a direct outside blast of steam, "waste" or "live," but preferable by waste steam.

When desired, additional chamber or chambers, of convenient size, is or are attached to or added to the air supply pipe or pipes, which lead from the outer air through the smoke-box into the air cross-head chamber; or such additional chamber or chambers may be fixed in the hollow air cross-head chamber itself. Such additional chamber or chambers is or are fitted or sufficiently supplied with carbonaceous, bituminous, or hydro-carbon materials, solid or liquid, or in a semi-solid or semi-liquid state, or in the form of powder, so that as the heated air rushes on or over the same, it carries the vapour or ignitable portion thereof into the furnace, thereby greatly increasing the heat afforded from the latter, where the heated air supplies the oxygen as just described. Also, when desired, one or more of such additional chambers may be filled with any substances capable of generating oxygen, and of imparting the same to the air which passes over.

It should be mentioned that sometimes wedge-shaped blocks of fireclay, or metal, or perforated plates or gratings of clay or metal, are inserted in the fire-box end of the boiler-tubes, occupied by the before-mentioned apparatus, for the purpose of further dividing the counter blast of mixed steam and air, or mixed steam and carbonaceous material, and causing the same to mingle better with the heated gases. The wedge-shaped blocks can be used as deflecting plates, and may be varied in shape.

It is obvious that this invention, with such modifications as will be well known to and understood by persons acquainted with the subject, is applicable not only to railway locomotive engines but also to other kinds of steam-engines.

The annexed drawing illustrates the general arrangement of the apparatus hereinbefore described, as being what we recommend as the best form of apparatus applicable to railway locomotive engines, although the principle of the invention may be applied in various ways with similar results.

Having thus described the particulars and nature of our said invention, we wish to be understood that we do not confine ourselves to any particular form of apparatus for carrying out our invention, but what we do claim is, the introduction of atmospheric air, steam, and carbonaceous material, either separately or conjointly, into furnaces or fire-boxes, by means of pipes, tubes, or other channels passing into such furnaces or fire-boxes and projected on, into, or, under the fuel, so as to prevent the formation of smoke, and thus obtain a complete utilization of the fuel so used, and thereby its perfect combustion.

EDMUND W. WRIGHT (usual signature).
EDMUND WILLIAM WRIGHT (full name).
ALFRED WATTS.

Adelaide, 8 August, 1871.

This is the specification referred to in the annexed Letters of Registration granted to Edmund William Wright and Alfred Watts, this thirtieth day of October, 1871.

BELMORE.

REPORT.

Sydney, 11 September, 1871.

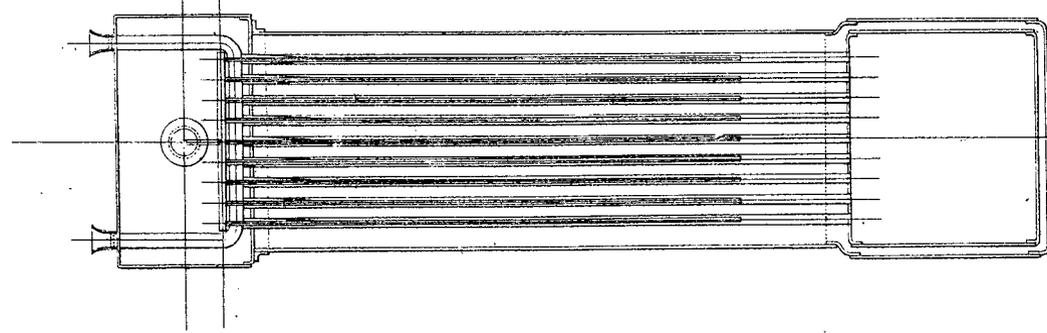
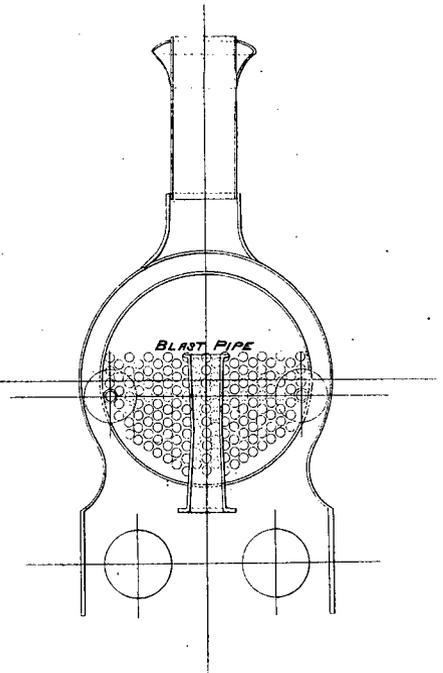
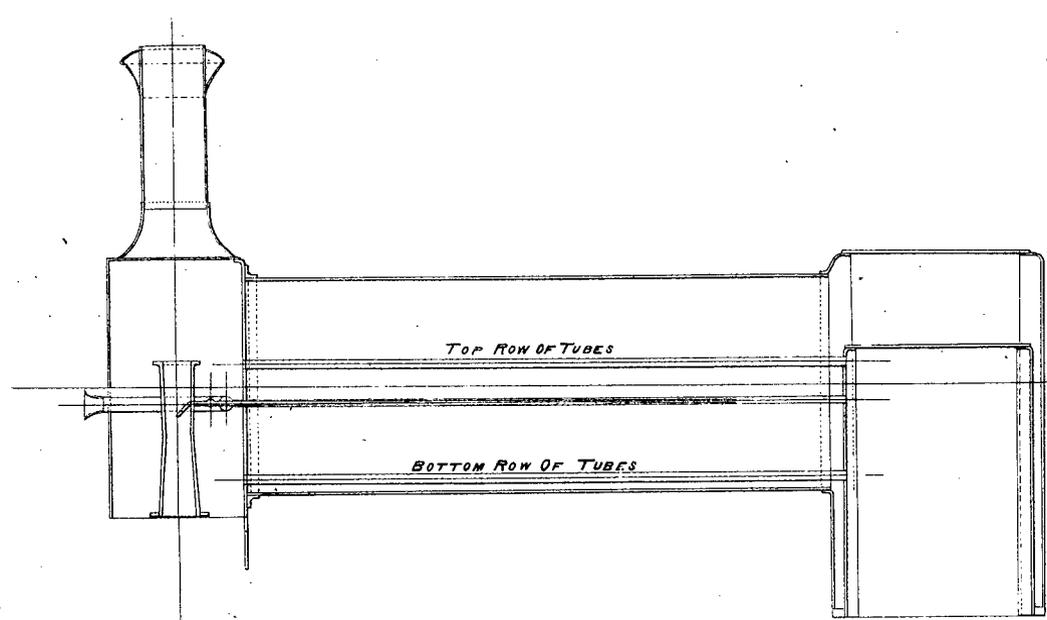
SIR,

We do ourselves the honor to return to you the documents relative to Mr. Edmund William Wright's and Mr. Alfred Watts' "Invention for Improvements in consuming Smoke," transmitted to us under your B.C. communication of the 5th instant, and to report that, having examined the description and drawing, recommend that Letters of Registration be granted to Messrs. Wright and Watts, in accordance with their Petition, specification, drawings, and claim.

We have, &c.,
GOTHER K. MANN.
CHAS. WATT.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]

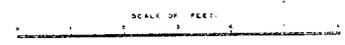


*Patent Fuel-saving Apparatus
as applied to Locomotives*

*This is the sheet of Drawings referred to
in the annexed Letters of Registration granted
to Edmund William Wright and Alfred
Watts this thirtieth day of October 1871
Belmore.*

*Adelaide
(Sg^d) 1 7/8 Inch Scale 8th August 1871.*

*Edmund William Wright full name
Edmond W. Wright usual signature
Alfred Watts*



[67]



A.D. 1871, 30th October. No. 288.

EXTRACTION OF GOLD AND SILVER FROM QUARTZ-TAILINGS AND OTHER WASTE.

LETTERS OF REGISTRATION to Frederick Arthur Willson and James Hartwell Williams, for an Improved Process for the extraction of Gold and Silver from Quartz-tailings and other waste.

[Registered on the 31st day of October, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS FREDERICK ARTHUR WILLSON AND JAMES HARTWELL WILLIAMS both of Sydney, in the Colony of New South Wales, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention of a process having for its object the extraction of Gold and Silver from Quartz-tailings and other waste, which is more particularly described in the specification, marked A, and the papers of drawings, marked B and C respectively, all of which are hereunto annexed ; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years : And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Frederick Arthur Willson and James Hartwell Williams, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof ; to have, hold, and exercise unto the said Frederick Arthur Willson and James Hartwell Williams, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended : Provided always, that if the said Frederick Arthur Willson and James Hartwell Williams shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court, at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of October, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Extraction of Gold and Silver from Quartz-tailings and other waste.

A.

SPECIFICATION of an Invention of an improved method of separating Gold and Silver from Quartz and other waste.

This invention has for its object the extraction of Gold and Silver from Quartz and other waste, by grinding or triturating it in iron, or wooden barrels lined with iron, caused to rotate with iron discs, in the presence of water, salt, caustic soda, and quicksilver, or some of them. The *modus operandi* is as follows:—Take the quartz or other waste, after it has been reduced to a certain degree of fineness by stamping or other means, and then employ an amalgamating barrel—those ordinarily in use answer well—and cause it to rotate by steam or other power. Introduce a number of discs of iron or other metal, of the description delineated in the drawing annexed; the best proportion of discs being twice the weight of the charge of tailings. Then introduce into the barrel a quantity of water, sufficient to thoroughly wet the tailings, but not to flood them, also chloride of sodium (common salt), in the proportion of from 1 to 2 per cent., and hydrate of sodium (caustic soda), in the proportion of from $\frac{1}{2}$ to 1 per cent., and quicksilver about $\frac{1}{4}$ per cent. or less, according as the tailings themselves are estimated to contain that metal or not. The barrel being closed, is caused to rotate for from about two to four hours. The discs rub against and slide over each other, reducing the quartz to such fineness as may be required, and preparing the gold for amalgamation. Then discharge the contents of the barrel into iron or wooden amalgamating pans or tubs, in which four or more iron or wooden arms are made to revolve, under iron or wooden projections, as delineated in the drawing, over a surface of quicksilver, sodiumized with amalgams A, B, and C, or some of them; and in this manner the particles of gold, previously prepared for amalgamation in the barrel, are brought into contact with the quicksilver in the pans or tubs, which takes them up. Two or more amalgamating tubs or pans may be necessary, according as their size may be large or small, or the charge great or small, but each should be sufficiently large to contain the charge of tailings originally placed in the barrel, with the water required to flush it out. The quartz or waste, after being washed in each tub or pan successively, for the time taken to reduce the tailings in the barrel, is then passed into a sluice-box, and from thence into a receiver, both of which are struck alternately by a beater moved by machinery, and the percussion thus produced causes the deposition of any particles of gold or amalgam which may have escaped amalgamation in the tubs or pans. The quicksilver used is then retorted and the gold recovered. Water is essential in all the operations. The discs to be used are best when of the size delineated, but may be of any size, provided a vertical section through them when lying flat shows a cone at each end with either straight or rounded sides, resembling those delineated in figure No. 2. In this improvement upon all previous processes and machinery for extracting gold and silver from quartz and other waste, we claim the reduction of the ore, and the sulphates it contains, in the presence of chloride of sodium and the hydrate of sodium, by means of the iron discs, of the form shown in the accompanying drawings; in which operation we believe the sulphur present in the sulphates enters into new combinations with the sodium of these chemicals, becoming sulphate of soda; while the chlorine of salt, under the heat and electricity generated by the friction of the iron discs among themselves, and against the side of the barrel, prepares any free or amalgamated gold the tailings may contain for final amalgamation in the amalgamating pans. We claim also the machinery shown in the drawings, and also the method for retrieving the gold contained in the tailings when discharged from the barrel, by washing them over a still and unbroken surface of quicksilver to which a magnetic influence has been imparted, by dissolving therein small quantities (the quantity can be determined by experiment only) of the amalgams of sodium. We further claim the machinery for obtaining by a percussion motion, as distinguished from a shaking motion, the deposition in the sluice-box and final receiver of whatever gold or amalgam of gold which may have escaped the action of the tubs or pans.

FREDERICK A. WILLSON.
J. H. WILLIAMS.

This is the specification, marked A, referred to in the annexed Letters of Registration, granted to Frederick Arthur Willson and James Hartwell Williams, this thirtieth day of October, 1871.

BELMORE.

REPORTS.

Victoria Chambers, Pitt-street,
Sydney, 19 September, 1871.

SIR,

We have had the honor of receiving the Memorial of Messrs. F. A. Willson and J. H. Williams, transmitted for our report by your blank cover of the 15th instant, with the accompanying specification, of an invention for obtaining Gold and Silver from Quartz and other waste, for which the Memorialists are desirous of obtaining Letters of Registration.

We have the honor to state, that we think it desirable that the applicants should be required to append to their specification a claim, describing in detail the process or portions of the process which they claim to have invented, with the particular machinery which they purpose to employ therein.

We have, &c.,
CHAS. WATT.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

Victoria

A.D. 1871. No. 288.

69

Extraction of Gold and Silver from Quartz-tailings and other waste.

Victoria Chambers, Pitt-street,
Sydney, 2 October, 1871.

SIR,

We have now the honor to return the Memorial of Messrs. Frederick A. Willson and J. H. Williams, with the amended specification and drawings of an invention for obtaining Gold and Silver from Quartz and other waste, for which they are desirous of obtaining Letters of Registration, transmitted to us by your blank cover, under 29th ultimo; and we have to state that, having examined the said amended specification and drawings and considered the same, we are not aware of any objections to Letters of Registration being granted to the Memorialists for the appliances and machinery therein particularly described.

We have, &c.,

CHAS. WATT.

A. O. MORIARTY.

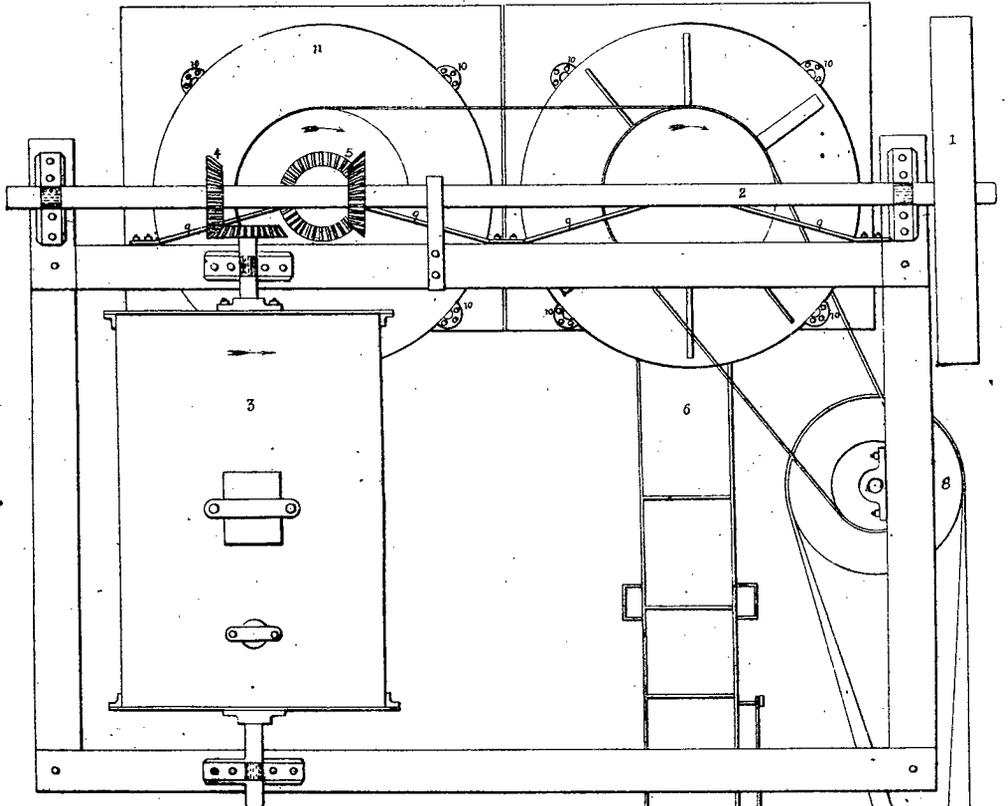
THE PRINCIPAL UNDER SECRETARY.

[Drawings—two sheets.]

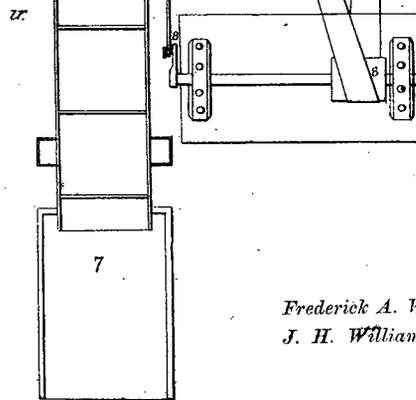
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— B —

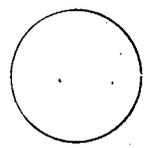
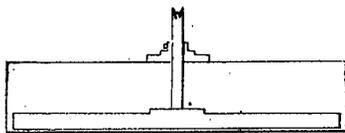
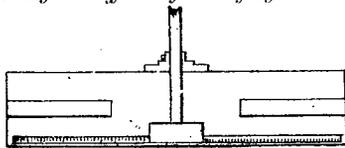
— DRAWING N^o 1 —



- Figure 1 Main pulley.
 2 " shaft.
 3 Barrel.
 4 Mitre wheels working same, can be thrown out of gear.
 5 " agitators in pans and percussion motion which can be thrown out of gear.
 6 Sluice-box.
 7 Receiver.
 8, 8, 8 Pulleys, crank, and rod, giving the percussion movement.
 9, 9, 9 Iron strap holding the spindles of the agitators in position.
 10, 10, 10, 10, 10, 10 Supports for journals holding the lower part of the spindles in position and supporting them also; and also holding the pans in their true position; for this, refer to figure 14, in drawing No. 2.
 11 Pan (upper) in which the agitators are not shown.
 12 " (lower) showing the agitators and method of action, but which is more clearly shown in the underneath diagrams, being sections of one of the pans, and showing the different forms of agitators used.



Frederick A. Willson.
J. H. Williams.



This is the Paper of Drawings marked B, referred to in the annexed Letters of Registration granted to Frederick Arthur Willson and James Hartwell Williams, this thirtieth day of October, 1871.

Belmore.

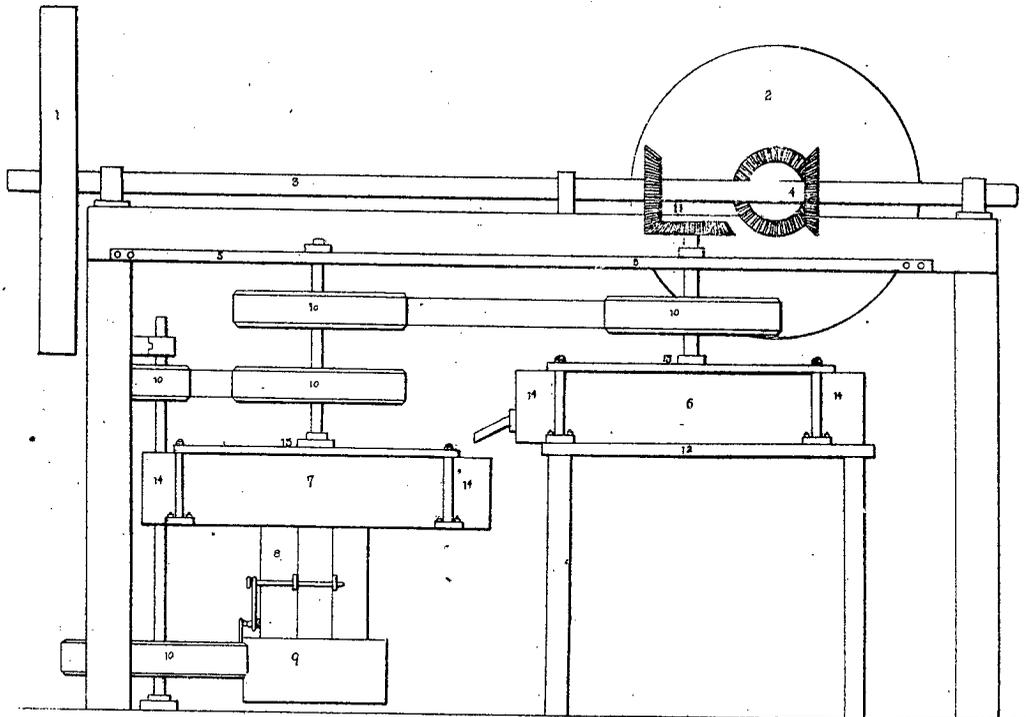
Circumference of disc referred to in specification as shown in figure No. 2.

Vertical section of disc referred to in specification as shown in figure No. 2. the disc lying flat.

Copy

C

DRAWING N^o 2



Frederick A. Willson
J. H. Williams

Figure 1 Main pulley.

- 2 Barrel.
- 3 Main shaft.
- 4 Mitre Wheels working barrel which can be thrown out of gear.
- 5 Iron strap holding the spindles in position.
- 6 Upper pan.
- 7 Lower pan.
- 8 Under side of sluice foreshortened, showing the connection between the beater and the crank giving the percussion motion.
- 9 Back view of the receiver.
- 10 The several pulleys and bands working the agitators in the pans and the percussion movement.
- 11 The mitre wheels causing the said motion.
- 12 Stand for pan; the other pan is supported in the same manner, but the stand is not shown.
- 13 Journals for holding spindles in position, and supporting them.
- 14 Supports for same.

This is the Paper of Drawings marked C, referred to in the annexed Letters of Registration granted to Frederick Arthur Willson and James Hartwell Williams, this thirtieth day of October, 1871.

Belmore.

[71]



A.D. 1871, 30th October. No. 289.

**NEW METHOD OF INDICATING THE WEIGHT OF THE CONTENTS OF
ANY VESSEL AFLOAT.**

LETTERS OF REGISTRATION to Stephen Roff, William Brooks Hoffman, and Joseph Lukey, for a new method of indicating the weight of the contents of any vessel afloat.

[Registered on the 31st day of October, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS STEPHEN ROFF, WILLIAM BROOKS HOFFMAN, and JOSEPH LUKEY, all of Melbourne, in the Colony of Victoria, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention intituled "a new method of indicating the weight of the contents of any vessel afloat," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Stephen Roff, William Brooks Hoffman, and Joseph Lukey, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Stephen Roff, William Brooks Hoffman, and Joseph Lukey, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Stephen Roff, William Brooks Hoffman, and Joseph Lukey, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirtieth day of October, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

New method of indicating the weight of the contents of any vessel afloat.

SPECIFICATION of STEPHEN ROFF, WILLIAM BROOKS HOFFMAN, and JOSEPH LUKEY, all of Melbourne, in the Colony of Victoria, for an invention intituled "a new method of indicating the weight of the contents of any vessel afloat."

THIS invention has been designed for the purpose of indicating the weight of the contents of any vessel afloat, whether such contents be solid or fluid; so that, independently of its value for registering the weight of any cargo received or discharged, it will also indicate any increase in the weight of the contents of any vessel which may arise from leakage, its power of registering not being affected by the rolling or tossing of the ship when at sea.

This invention consists of the use and application of a column of water inside a vessel afloat, produced hydrostatically by the pressure of the water outside, for the purpose of indicating the weight of the contents of such vessel. Now, as the height of such column will vary with the extent to which such vessel is sunk in the water, and as the extent to which such vessel is sunk in the water will depend upon the weight of its contents, it follows that the weight of its contents will be indicated by the height of the column of water. When the weight is increased the column of water will rise, and *vice versa*; but inasmuch as the weight would in actual practice be generally placed on the vessel unevenly, it becomes necessary that this column should take its rise from the centre of gravity in the vessel, or as near thereto as practicable. And further—inasmuch as very large quantities of cargo can be placed on some vessels without sinking them in the water to any very appreciable extent, it becomes advisable, if not necessary, to multiply the motion of the water in such column, so that its slightest movement may be perceptibly indicated. This may possibly be done in many ways, but at all events we are quite certain it can be done by means of a float resting on the top of such column of water, and having a cord or chain proceeding from it and passing over a barrel, and kept taut by a weight suspended from its other extremity. The motion of this barrel can of course be multiplied in the ordinary way.

Now as the extent to which a given weight will sink different vessels in the water is variable, it becomes evident that this apparatus must be adjusted to each separate vessel, or rather that the dial on which the weight is indicated must be marked off differently.

In order, however, that this invention may be distinctly understood, we will proceed to describe it more fully, and to illustrate it by the drawing hereto attached.

Supposing, then, that we were about to attach this invention to a vessel, we should first ascertain its centre of gravity, and then make a hole as near thereto as practicable, of about one quarter of an inch in diameter, quite through the hull, and having temporarily corked it up we should proceed to erect a pipe of (say) three inches in diameter, and of such a length as to permit of the water rising in it to the utmost point it could possibly attain without the ship foundering, or of any less length that might be thought sufficient, and to the top of this pipe we should attach in any convenient way two small vertical tubes of any length, and supporting a dial at their extremity. Inside this pipe we should place a spherical vertical copper float of about two and three quarter inches in diameter, loaded with a little mercury.

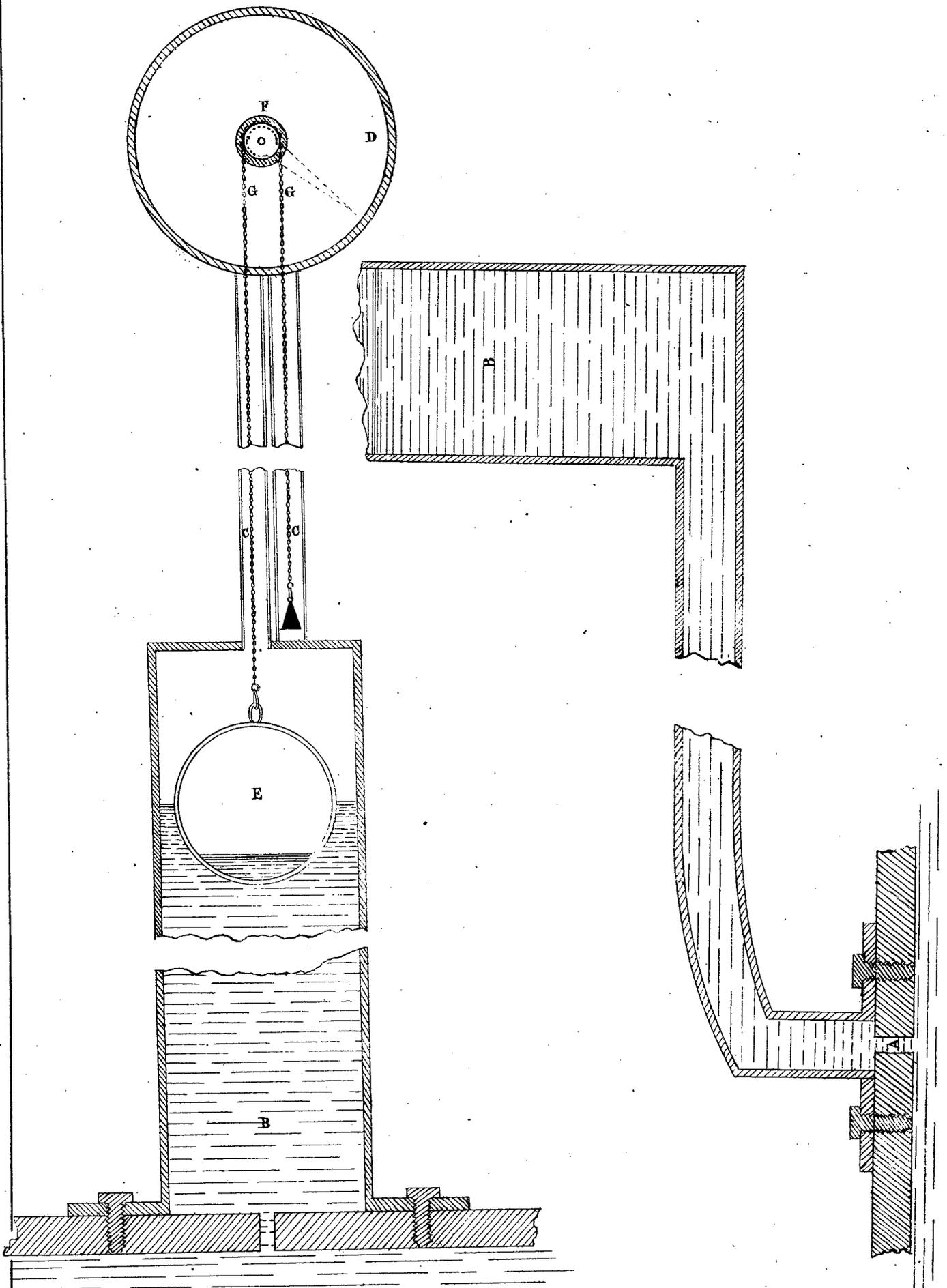
Above the top of these tubes we should fix a barrel for supporting a silver chain, one end of which we should pass down one of the tubes and attach to the spherical float, whilst the other end we should pass down the other tube and attach to a counterbalance weight sufficiently heavy to cause the barrel to register the slightest motion of the float, and the weight of which we should regulate by that of the float. We should provide suitable bearings for the spindle of this barrel, to work in to one end of which (spindle) we should attach an indicator like that of a steam-gauge, although if the motion were too rapid or too slow we should regulate it by toothed wheels, as is well understood, and if preferred we could have two or more hands to indicate different denominators, such as tons, hundredweights, and pounds, or tons, tens of tons, and hundred of tons, in the same way as the hands of a watch are made to indicate hours, seconds, and minutes, or the indicators of a gas meter to mark the hundreds, thousands, and tens of thousands.

In adjusting this apparatus to any particular vessel, we should require some data to enable us to mark off the dial correctly. To obtain this we should proceed in one of two ways. We should either measure the ship and calculate the weight of water displaced by (say) every inch that she sunk in the water, and mark the dial accordingly; or (and by preference) we should place a sufficient weight on board to make a perceptible motion of the indicator (or one of them), and then taking it as the key or standard, should proceed to mark off the dial or dials accordingly—that is to say, if there were only one indicator and one dial, and by placing one ton on board the indicator moved half an inch, we should proceed to divide off the dial into half-inch spaces, each of which would indicate a ton, and so on if there were more than one indicator or dial.

We do not think that as a rule it will be required that the apparatus should indicate the weight of the vessel or its contents before such apparatus is attached to it, although we think it might be done by careful calculations of the displacement of the water as stated above. We desire to have the vessel in that condition when she is "down to her bearings," as it is technically termed; that is an empty vessel fully equipped.

In speaking of the hole in the bottom of the vessel, we have said that it should be about a quarter of an inch in diameter; but so long as it is sufficiently large to admit of the free entrance of the water, it does not matter (so far as regards the working of our apparatus) what size it is; and it would also work by making two holes at equal distances on each side of the centre of gravity, always preserving the column of water in the centre of gravity, or as near thereto as possible; and it would also work by making the hole in or about the centre of gravity, and conducting the water to a vertical pipe in any convenient part of the vessel, say, for instance, to the captain's cabin. And in the event of the hole being made in a wooden ship, we should place a pipe in it to prevent its closing. So long as the pipe above this hole is sufficiently large for the float to work in, it does not matter what size it is. And it is immaterial what is the weight of the float or its counterbalancing weight, if it is heavy enough to impart motion to the barrel. The pipe may be a common gas pipe with its flanges bolted or screwed to the bottom, and the tubes and float we should prefer to be of copper, and the chain of silver, simply because that material is less susceptible to the action of sea air or water than other metals.

Referring



This is the Sheet of Drawings referred to in the annexed Letters of Registration granted to Stephen Roff, William Brooks Hoffman, and Joseph Lukey, this thirtieth day of October, 1877.

Belmore.

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A.D. 1871, 6th November. No. 291.

**IMPROVED MODE OF TREATING WOOD AND OTHER VEGETABLE SUBSTANCES
FOR THE PREPARATION OF PULP SUITABLE FOR MAKING PAPER.**

LETTERS OF REGISTRATION to Vincent Elijah Keegan, for an improved mode of treating Wood and other vegetable substances for the preparation of Pulp suitable for making Paper.

[Registered on the 8th day of November, 1871, in pursuance of Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS VINCENT ELIJAH KEEGAN, of Boston, in the State of Massachusetts, United States of America, Doctor of Medicine, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention of "an improved mode of treating Wood and other vegetable substances for the preparation of Pulp suitable for making Paper," which is more particularly described in the specification which is hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Vincent Elijah Keegan, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention and improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Vincent Elijah Keegan, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Vincent Elijah Keegan shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixth day of November, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improved Mode of treating Wood and other Vegetable Substances

SPECIFICATION.

TO ALL TO WHOM THESE PRESENTS SHALL COME, I, VINCENT ELIJAH KEEGAN, M.D., of Boston, in the State of Massachusetts, United States of America, send greeting :

WHEREAS I am desirous of obtaining Letters of Registration under the sign manual and seal of the Colony of New South Wales, for the exclusive enjoyment and advantage, for a period of fourteen years, of an invention for "an improved mode of treating Wood and other vegetable substances for the preparation of Pulp suitable for making Paper," of which I am the first and true inventor, now know ye, that the nature of the said invention, and the manner in which the same is to be performed, is particularly described and ascertained in and by the following statement, that is to say:—

My invention consists in saturating the wood or other vegetable substance intended to be converted into paper pulp with an alkaline or acid solution, and, after drawing off the surplus solution, subjecting the wood or other vegetable substance to a high degree of heat, whereby the proximates of the wood, plant, or other substances adhering to the fibres, and by which the fibres are agglutinated or bound together, are thoroughly decomposed or reduced, so that by washing they can be readily and effectually separated from, and without injury to the fibres.

I will now describe the mode of working my process which I prefer. I take by preference any of the soft woods, such as spruce or pine, which have been sawn into thin strips of about half an inch in thickness, and cross-cut them into lengths of from six to twelve inches, for the convenience of getting them into a suitable vessel. Larger or smaller pieces can be used, but the smaller the pieces the quicker the process can be worked. It will be found best to reduce the pieces to about an equal size.

The pieces or chips of wood to be treated are charged into a suitable vessel through a manhole. I prefer to use for this purpose a cylindrical vessel on a horizontal shaft, so that it can be rotated slowly during the working of the process.

I prepare in a suitable vat a solution of caustic soda of about 2⁰⁵ gravity, and by a suitable pipe run it into the cylinder containing the wood to be treated; and the manhole having been well and carefully closed and secured, I apply, by means of a hydraulic pump, a heavy pressure to the liquor, to force it completely and thoroughly into the pores of the wood. I have found a pressure of fifty pounds to the square inch, applied for about thirty minutes, when the pieces of wood are about half an inch thick, to be sufficient; but I do not wish to be understood as limiting myself to the degree or duration of pressure, nor to the gravity or strength of the solution, as these may be varied. I have found the solution at 23 Beaumé to answer a good purpose.

After the chips have been thoroughly saturated, the liquor which has not been forced into the pores of the wood is then drawn from the vessel and pumped back into the vat, for use in other charges, as it is not reduced in strength by the operation of saturating the wood; and the wood so saturated with the alkaline solution is then to be subjected to a high degree of heat, which I prefer to apply in the following way:—

The cylinder in which the wood is saturated with the alkaline solution is formed with an outer jacket, so as to leave a steam-tight chamber all around and at the ends (such vessels are well known in the arts), and this chamber is then supplied with a superheated steam to heat the saturated wood to a temperature of about 300 Fahrenheit for about two hours, at the end of which time all the proximates will have been dissolved or reduced, so that they can be separated by washing in water, which can be done in any suitable vessel with an agitator.

The washing is to be continued until the water comes off clean, after which the fibres will be found to be in a suitable condition to be worked into half-stuff, and then into pulp suitable for the manufacture of paper in the engines such as are usually employed for that purpose, and this can be done without or after bleaching, according to the quality or colour of the paper desired to be produced.

Instead of saturating the wood with the alkaline solution by pressure applied to force the solution into the pores, it can be done by boiling the wood in the alkaline solution for about thirty minutes, and then, after drawing off the solution, subjecting the saturated wood to the heating process as above described.

I have discovered that, after the wood has been well saturated with the alkaline solution, the pores not only contain the quantity of the solution required for dissolving the proximates, but that the chemical agent required to dissolve the proximates is thus brought into proximate if not immediate contact with the substances to be dissolved, or put into the required condition for being effectually separated from the fibres by the action of the heat afterwards applied; and that the action is not only much more rapid, but more effectual than when the wood or other vegetable substance is immersed in the alkaline solution, while, at the same time, the quantity of alkali required is much less than by any other process.

The small quantity of alkali present, and the short space of time required to dissolve the proximates, by reason of the presence of the chemical agent within the pores of the wood, enables me to obtain the required result without reducing the strength of the fibres.

And although I have above named caustic soda, I have done so because I have found that to be the best, but other bases of an alkaline or acid nature will answer the purpose under the mode of treatment above described, as the object is to introduce into the pores of the wood the chemical agent which is to dissolve or separate the proximates from the fibre, and then applying heat to effect the chemical change without the presence of a surrounding liquid.

And although I have named wood as the substance to be treated, it will be obvious that any other fibrous vegetable substances can be treated in like manner by the said process.

CLAIM.

What I claim as my invention, and desire to secure by Letters Patent, is the above process of treating wood and other fibrous vegetable substances, by saturating the wood or other vegetable substances with

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for the preparation of Pulp suitable for making Paper.

with an alkali or acid, and, while so saturated, subjecting it to a high degree of heat, substantially as and for the purpose set forth.

In witness whereof, I, the said Vincent Elijah Keegan, have hereunto set my hand and seal, the sixth day of July, in the year of our Lord one thousand eight hundred and seventy-one.

VINCENT ELIJAH KEEGAN, M.D.

Witness—

A. M. SHURTLEFF, Boston, Mass.

This is the specification referred to in the annexed Letters of Registration granted to Vincent Elijah Keegan, this sixth day of November, 1871.

BELMORE.

REPORT.

Victoria Chambers, Pitt-street, Sydney,
6 October, 1871.

SIR,

We have the honor to return herewith the Petition of Vincent Elijah Keegan, M.D., of Boston, America, forwarded to us by your blank cover of the 5th instant, applying for Letters of Registration for "an improved mode of treating Wood and other vegetable substances, for the preparation of Pulp suitable for making Paper," as fully set forth in the accompanying specification; and we beg to state that, having perused the said Petition and specification, and carefully considered the same, we see no objection to Letters of Registration being granted as applied for.

We have, &c.,
CHAS. WATT.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

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A.D. 1871, 6th December. No. 292.

IMPROVEMENTS IN WASHING, SCOURING, OR CLEANSING CLOTHES, &c.

LETTERS OF REGISTRATION to Matilda Lang, for Improvements in Washing Scouring, or Cleansing Clothes, Wool, or Fibrous Manufactured Goods.

[Registered on the 6th day of December, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS MATILDA LANG, of Melbourne, in the Colony of Victoria, hath by her Petition humbly represented to me that she is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in Washing, Scouring, or Cleansing Clothes, Wool, or Fibrous Manufactured Goods," which is more particularly described in the specification which is hereunto annexed; and that she, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to her for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Matilda Lang, her executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Matilda Lang, her executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Matilda Lang shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this sixth day of December, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in Washing, Scouring, or Cleansing Clothes, &c.

SPECIFICATION of MATILDA LANG, of Melbourne, in the Colony of Victoria, for an invention intituled "Improvements in Washing, Scouring, or Cleansing Clothes, Wool, or Fibrous Manufactured Goods."

THIS invention consists of certain improvements in washing, scouring, or cleansing clothes, wool, or fibrous manufactured goods, for the purpose of reducing the cost of labour and materials employed therein, without injuring the articles treated.

I construct a table, the surface of which is roughened by corrugations or otherwise, and around which are sides elevated a convenient height above the surface thereof, so as to give it the appearance of a tray or trough. I also construct a manipulator, which has the under surface roughened by corrugations or otherwise, and on the upper surface thereof are convenient handles for moving it backwards and forwards by the hands; and in the event of any other motive power being employed, it could be easily attached to any suitable mechanical arrangement for the purpose.

The way in which I proceed to use this table and manipulator is as follows:—I first of all wet the articles to be washed with a solution of soap or alkali, and fold them up in convenient spherical or cylindrical parcels (by preference cylindrical). When they will not preserve this form, I place them in bags made in the required shape. I then place these parcels, one or more at a time, as may be convenient, upon the surface of the table. I also pour upon the surface of the table a convenient quantity of a solution of soap or alkali, which is retained on the table by the sides thereof. I then apply the roughened surface of the manipulator in such a way and with such an amount of pressure as that when I move it backwards or forwards it causes the spherical or cylindrical parcels to roll backwards or forwards with it, and it is during this operation that the dirt or grease, or matter to be removed or scoured away, becomes loosened or separated from the fabric or substance to be cleaned to such an extent or in such a way that it can thereafter be removed by rinsing the articles treated in water.

Having thus described the nature of my invention and the manner of performing it, I would have it understood that I do not claim the use of soapy or alkaline solutions or corrugated surfaces for washing clothes or wool or fibrous manufactured goods; and I desire it to be also distinctly understood that although I have stated what I believe to be the best means for putting my process into operation, I do not confine myself to those means, but I claim—

- 1st.—The impartation of a rolling motion to clothes, wool, or fibrous manufactured goods, when made up into parcels of a spherical or cylindrical or approximately spherical or cylindrical shape, in the manner and for the purposes substantially as herein described and explained.
- 2nd.—The use of a table (or tray) and a manipulator, with roughened or corrugated acting surfaces, for the purposes herein described and explained.

This is the specification referred to in the annexed Letters of Registration granted to Matilda Lang, this sixth day of December, 1871.

BELMORE.

REPORT.

Sydney, 3 November, 1871.

SIR,

In returning to you the documents transmitted under your B.C. of the 26th ultimo,—we do ourselves the honor to report that having examined the description of "Improvements in Washing, Scouring, or Cleansing Clothes, Wool, or Fibrous Manufactured Goods," accompanying Matilda Lang's Petition, we recommend that Letters of Registration be granted, in terms of her Petition, specification, and claim.

We have, &c.,

GOTHER K. MANN.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

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A.D. 1871, 13th December. No. 293.

IMPROVEMENTS IN DEODORIZING SEWAGE, &c.

LETTERS OF REGISTRATION to Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, for Improvements in deodorizing Sewage, &c.

[Registered on the 16th December, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting :

WHEREAS CHRISTOPHER RAWSON, of number one Saint Swithin's Lane, in the city of London, General Manager of the Native Guano Company, PHILIP OVENDEN, of number seventeen, Lyndhurst Road, in the county of Surrey, Engineer, JAMES WYLDE, of Leamington, in the county of Warwick consulting chemist, WILLIAM M'CREE, of number two Russell Road, Leyton, in the county of Essex, analytical chemist and engineer, and HENRY HILL, of Hastings, in the county of Sussex, analytical chemist, all in the Kingdom of England, have by their Petition humbly represented to me that they are the authors or designers of a certain invention or improvement in manufactures, that is to say, of an invention for "Improvements in deodorizing and purifying Sewage, Urine, and refuse matters and liquids, and in making Manure therefrom, and in Apparatus for these purposes," which is more particularly described in the specification and sheet of drawings which are hereunto annexed; and that they, the said Petitioners, have deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and have humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to them for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, their executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, their executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this thirteenth day of December, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Improvements in deodorizing Sewage, &c.

SPECIFICATION of CHRISTOPHER RAWSON, of No. 1 St. Swithin's Lane, in the city of London, General Manager of the Native Guano Company, PHILIP OVENDEN, of No. 17 Lyndhurst Road, in the county of Surrey, engineer, JAMES WYLDE, of Leamington, in the county of Warwick, consulting chemist, WILLIAM M'CREE, of 2, Russell Road, Leyton, in the county of Essex, analytical chemist and engineer, and HENRY HILL, of Hastings, in the county of Sussex, analytical chemist, all in the Kingdom of England, for improvements in deodorizing and purifying Sewage, Urine, and refuse matters and liquids, and in making Manure therefrom, and in Apparatus for those purposes.

OUR invention in part relates to a process described in the specification of Letters Patent granted to George William Wigner, for the Colony of New South Wales, and bearing date the thirteenth day of April, one thousand eight hundred and seventy-one, No. 268, which Patent has been assigned to, and is now being worked by the Native Guano Company (Limited). According to that process, alum, blood, clay, manganate of potash, or other compounds of manganese, and other substances named in the aforesaid specification, were to be mixed together and added to the sewage, for the purpose of deodorizing and purifying it; and the mixture of sewage and the substances so added thereto was allowed to flow into tanks, in which the greater part of the organic and other impurities was precipitated. The mud or sediment thus formed was removed from the tanks and dried, for the purpose of making it into manure. When the said mud was partially dry, acid (by preference sulphuric acid) was added to it, to prevent loss of ammonia. The process above described is commonly known in England as the "A B C process."

Our invention consists of an improved mode of using the substances, or some of them (*inter alia*), mentioned in the specification hereinbefore referred to, in order that such substances may (by the separate use of such of them as have the property of neutralizing acids) act with greater or more beneficial effect than heretofore in the use of albuminous, albuminoid, and gelatinoid substances, in addition to the aforesaid substances, in aiding the precipitation of the impurities contained in the sewage, by means of an electric current generated by voltaic, electro-magnetic, or magneto-electric action, of a mode of destroying wholly or partially the offensive gases given off during the acidification or other chemical treatment, and drying of the mud hereinbefore referred to, of an improved mode of drying the mud hereinbefore referred to, in purifying the effluent water by aeration, and of improved apparatus for letting off the said effluent water.

In carrying our invention into effect we proceed as follows:—We mix in a suitable pit, tank, or vessel, alum, or (by preference, as cheaper and more efficacious, crude sulphate of aluminium, or other soluble compounds of aluminium, such as chloride and acetate of aluminium, blood, albuminous, albuminoid, and gelatinoid substances, such as either gelatine, glue, size, chondrin, isinglass, fish-skins, eggs, or other analogous matters, together with or in substitution for the blood) animal and vegetable charcoal, or any carbonized animal or vegetable substances, and clay with water. We, for the purpose of distinction, call this mixture the "A B C mixture." The said mixture is to be employed for treating ordinary town sewage of an alkaline or neutral nature. The portions of the ingredients of the above described "A B C mixture," and their selection, must be varied according to the nature of the sewage to be treated. In practice we find the following proportions give good results with ordinary town sewage:—

Ingredients contained in 100,000 parts of "A B C mixture"—

Crude sulphate of aluminium	...	...	3,000	parts by weight.
Charcoal	...	...	4,000	" "
Clay	...	...	10,000	" "
Blood	...	...	6	" "
Water	...	...	82,994	" "

The albuminous and albuminoid matters hereinbefore described (or any of them) may be used either in conjunction with or in substitution for the blood in forming an "A B C mixture."

When the albuminous and albuminoid substances are used in substitution for the blood, either of the following formulæ may be used:—

We digest three parts by weight of such albuminous or albuminoid substances in ten parts of hot water, until solution of diffusion in that liquid has taken place. We then add the solution in place of the six parts of blood.

Or, we mix

Crude sulphate of alumina...	...	...	3,000	parts by weight.
Charcoal	...	...	4,000	" "
Clay	...	...	10,000	" "
Glue	...	...	1	part
Water	...	...	82,999	parts

and we use this latter mixture in substitution for the "A B C mixture" herein first described.

When the albuminous and albuminoid substances are used in conjunction with blood, about one-half the quantity of the albuminous and albuminoid substances given in the two formulæ last described may be used.

The quantity of the mixture to be added to the sewage will be about one volume of the said mixture to one hundred volumes of the sewage, but of course the proportions and constituents will be subject to variation, according as the character of the sewage is found to change, the "feed" being regulated as required by any suitable mechanical means. We prefer such an arrangement as will allow of constant inspection of the "feed."

This "A B C mixture" is added to and mixed with the sewage, which is then passed or allowed to pass into settling tanks, where the precipitation of the impurities takes place. These tanks may be of any suitable construction, but we prefer to make them with sloping bottoms and mud channels, as described in the specification of Letters Patent granted to George William Wigner, in the Colony of New South Wales, and dated 13th April, 1871. The mud deposited is treated in the manner hereinafter described for the manufacture of manure.

The foregoing description relates to the use of the single pit, tank, or vessel for containing the substances to be used in the "A B C mixture" for the purification of the sewage. When two pits, tanks, or vessels are used, we proceed as follows:—We mix in one pit, tank, or vessel, the ingredients hereinbefore referred

Improvements in deodorizing Sewage, &c.

referred to as constituting the "A B C mixture." In the other pit, tank, or vessel we make a mixture which we designate the "alkaline mixture," consisting of one or more of the alkalis or their carbonates, or of the alkaline earths or their carbonates, mixed with or dissolved in water. The proportions of these ingredients and their selection will vary according to the acidity of the sewage to be treated, the object being to reduce the sewage to at least a neutral state. We may here state generally that the directions given in the specification of George William Wigner's Patent of 13th April, 1871, respecting the modifications of formulæ and the quantity of the purifying substances to be added to the sewage, apply to this invention also.

We add the "A B C" and the "alkaline" mixtures separately and simultaneously to the sewage, essentially as represented in figures 1 and 2 of the accompanying drawing; which figures respectively represent, in vertical section and plan, the mixing pit in which the said mixtures are added to the sewage. The same letters of reference indicate the same parts in both figures. *a* is the mixing pit; *b* is the sewer; *c* is the pipe through which the "A B C mixture" is added; and *d* is the pipe through which the "alkaline mixture" is added.

In some cases (especially where the sewage is acid) it is expedient to add the "alkaline mixture" to the sewage, in order to render it neutral or alkaline, previously to its receiving the "A B C mixture"; but we do not claim as of our invention the previous addition of the "alkaline mixture" to the sewage.

After the addition to the sewage of the "alkaline" and "A B C" mixtures in either of the two ways herein last described, the said sewage is passed, or allowed to pass, into settling tanks, for precipitation, as hereinbefore described.

The "A B C" and "alkaline" mixtures may, for the sake of economy and portability, be made up in a dry form, and so kept until required for use, at which time the requisite quantity of water may be added.

The precipitation of the impurities contained in the sewage or urine, or refuse matters and liquids, may be aided by means of an electric current, generated by voltaic, electro-magnetic, or magneto-electric action, employing poles or electrodes of carbon, platinum, or other material not prejudicially acted upon by the contents of the sewage or other matters under treatment. Instead of allowing the treated sewage, or urine, or refuse matters and liquids, to flow continuously through the said tanks, we prefer to allow it or them to remain quiescent in the said tanks for a sufficient time to allow of subsidence, after which we draw or drain off, or otherwise separate the supernatant water from the mud at the bottom of the tanks. It is important to do this without disturbing the mud. For this purpose we use a penstock or gate, hinged at its lower side to the sill or the side walls of the outlet passage through which the water is drawn off. The sides of the said penstock are furnished with double flanges of leather, caoutchouc, vulcanized india-rubber, or other suitable material, which work water-tight between quadrantal wing plates fixed to the sides of the said passage. A toothed quadrant worked by a worm and shaft (or any other suitable mechanical appliance) is affixed to the penstock, so that it can be lowered so as to allow the water to flow over its upper edge, or raised into a vertical position; or the said penstock may be raised and lowered by means of a chain.

Figures 3, 4, and 5 of the accompanying drawing represent a penstock constructed according to this part of our invention; figure 3 being a front elevation of the said penstock, figure 4 a section (taken on the line A, figure 3) and figure 5 a plan of the same.

The same letters of reference indicate the same parts in figures 3, 4, and 5. *a* is the penstock, which turns on hinges or pivots at *b*; *c c* are the flexible flanges, which are affixed to the penstock by means of a plate or frame, *d*, bolted to the said penstock; *e* is a strip of leather, or caoutchouc, or other flexible material, which is similarly secured to the penstock and the sill, *e*, of the outlet passage *f*, so as to prevent water from passing between them; *g g* are the quadrantal wing plates between which the penstock works; *h* is a chain, by means of which the said penstock is raised or lowered as required.

Instead of the arrangement of flanges and wing plates described, the wing plates may be affixed to the sides of the penstock, and work between double flanges of leather, caoutchouc, or other flexible material, affixed to the sides of the outlet passage.

This arrangement is represented in vertical section in figure 6, and in plan in figure 7, in which figures the same letters of reference indicate the same parts. *a* is the penstock, and *b b* are the quadrantal wing plates bolted thereto; *c* is a strut, which keeps the said plates the requisite distance apart; *d d* are flanges or strips of leather, or caoutchouc, or other flexible material, which are affixed, by means of bars of wood, *e e*, in channels, *f f*, in the masonry or brickwork, *g*, of the outlet passage; *h* (see figure 7) is a caoutchouc or other elastic cushion, against which the lower edge of the penstock works water-tight.

The effluent water may, where necessary, be further purified as hereinafter described before leaving the works. Where the mud resulting from the purification and precipitation above described can be made into a manure, we remove such mud from the tanks (after draining off the supernatant water as hereinbefore described, by pumping, dredging, or other suitable means, and place it in an intermediate tank, where further settlement takes place, the supernatant water being here drawn off as far as possible. We then put the mud into a closed tank or cistern, which communicates by means of a pipe with a pump or a fan, or other forcing or exhausting apparatus. In this tank or cistern the sulphuric or hydrochloric or other acid, to be used for fixing or retaining the more or less volatile matters or other valuable constituents of the said mud, is added thereto, and stirred and incorporated or mixed therewith. As soon as this has been done, the pump or fan hereinbefore referred to is set in motion, and the offensive gases given off by the mixture of mud and acid are by this means commingled with chlorine or sulphurous acid in a vaporous or gaseous form. The chlorine or sulphurous acid gas may be generated by ordinary or well known means, either in the flue or chimney through which the foul gases pass or in the tank itself, in which latter case the fan is not required. By this means the offensive gases given off as aforesaid are either wholly or partially decomposed, and the foul smell arising from the mud under treatment is either wholly or partially removed.

This part of our invention is also applicable for deodorizing and reudering inoffensive foul gases accompanying sewage, or arising from it during its treatment.

When

Improvements in deodorizing Sewage, &c.

When the evolution of gases from the mixture of mud and chemicals has ceased or diminished, the said mud is dried. The drying of the said mud (which completes the manufacture of the manure) may be effected in any suitable way; as, for instance, by spreading the said mud on a suitable surface in the open air or under cover, and, if necessary, completing the drying by means of artificial heat; but we prefer to effect the drying of the said mud by means of the apparatus constructed as follows:—

The said apparatus consists essentially of a drying chamber, furnished with a drying floor, or several drying floors arranged one above another. The said floor or floors is or are heated from beneath by steam or other suitable heating medium, and hot air is drawn or forced over such floor or floors, so that the mud spread thereon, being heated both from above and below, is rapidly dried.

Figures, 8, 9, 10, and 11 of the accompanying drawing represent a drying chamber constructed according to this part of our invention. Figure 8 is a horizontal section of the said drying chamber; figure 9 is a transverse vertical section of the same, showing it with a roof; figure 10 is a transverse vertical section of the said chamber, showing the application of flat iron covers thereto; and figure 11 is a longitudinal vertical section of the same. The same letters of reference indicate the same parts in the several figures. *a* is the drying chamber, *b* is the drying floor, on which the mud *c* is spread; steam is introduced under the said floor, through a pipe, *d*, and branch pipe, *d'*, which latter is pierced with the holes *d² d²*. *e* is a pipe for drawing off the water formed by the condensation of the steam. *f f* are pipes through which the hot air is introduced above the drying floor, and *g g* are pipes through which the said air passes from the drying chamber either into the open air or into a chimney shaft. The course of the air is indicated by the arrows. The said pipes are splayed out as shown, and are furnished with guide plates or partitions, *f¹ f¹ g¹ g¹*, by which means the hot air is equally diffused throughout the chamber. The said air may be drawn or forced through the aforesaid pipes by means of a fan, or a draught may be obtained by leading the pipes *f f g g* into a chimney. *h h* are man-holes, through which the workman enters the drying chamber in order to spread or remove the mud or manure. Flat plates or covers, *i i*, are hinged to each side of the drying chamber, figures 10 and 11. The said chamber may in addition to these covers have a roof, as indicated in dotted lines in figure 10.

Several drying floors constructed as above described may be arranged one above another, steam being introduced under each floor, and hot air being drawn or forced over each floor. In this case openings (closed by means of suitable doors) are made in the sides of the apparatus (one opening to each floor), to allow of the insertion of the mud and the removal of the dried manure.

In order to decompose any offensive gases given off by the mud while being dried, we pass over it chlorine or sulphurous acid gas, or otherwise bring the said gases into contact.

When sulphurous acid gas is used in this or the preceding process, it may be produced by burning sulphur or coal containing a large proportion of sulphur, or from other sources. When the apparatus above described is used, the sulphurous acid gas may be produced by burning sulphur in the flue through which the hot air is introduced.

For the purification of urine or refuse liquids, or the further purification of the effluent water, where circumstances render a high degree of purity desirable, we mix with the said urine or refuse liquids or effluent water, sulphate of manganese, or other soluble compound of that metal converted into oxide by the addition of lime, either at or after the addition of such compound to the urine or refuse liquids, or effluent water. We take about four grains of the black oxide of manganese, and add thereto as much sulphuric acid as will dissolve it, and we add the solution of sulphate of manganese so formed to each gallon of the urine, refuse liquids, or effluent water decomposing with lime, as above described.

We would here observe that where manure is to be made, the above described treatment with sulphate of manganese should not be adopted.

Another mode by which we purify the effluent water consists in aerating it by means of atmospheric air. This may be done in a variety of ways, as, for example, by forcing the air into and through the effluent water, by means of force pumps delivering the air through finely perforated pipes into the said effluent water.

Having now described the nature of our invention, and the manner in which the same is to be performed, we wish it to be understood that we do not limit ourselves to the precise details hereinbefore described, as the same may be varied without departing from the nature of our said invention.

But we claim as our invention—

Firstly.—The use of albuminous and albuminoid substances in addition to the substances named in this specification, or in the specification of George William Wigner's patent above referred to of thirteenth April, one thousand eight hundred and seventy-one, or in substitution for the blood mentioned in the specification, in the treatment of sewage, urine, and refuse matters and liquids.

Secondly.—The improved mode hereinbefore described of using the substances by means of which the precipitation of the impurities contained in sewage, urine, and refuse matters and liquids is effected, that is to say, making two separate mixtures, the one hereinbefore termed the "A B C mixture" and the other "alkaline mixture," essentially as hereinbefore described, and adding both mixtures simultaneously and separately to the sewage, urine, or refuse matters or liquids to be purified, so that the said "A B C mixture" and the said "alkaline mixture" shall simultaneously meet and mix in and with the said sewage, urine, or refuse matters or liquids.

Thirdly.—The method hereinbefore described of aiding the precipitation of the impurities contained in the sewage, by means of an electric current generated by voltaic, electro-magnetic, or magneto-electric action.

Fourthly.—The method hereinbefore described of destroying wholly or partially the offensive gases accompanying the sewage, or given off from it during its treatment, or arising from sewage mud during its treatment, that is to say, mixing such gases with chlorine or sulphurous acid in a gaseous form.

Fifthly.—The purification of the effluent water, by aerating it with atmospheric air, essentially as hereinbefore described.

Sixthly.—

Improvements in deodorizing Sewage, &c.

Sixthly.—The improved apparatus hereinbefore described, and illustrated in figures 3, 4, and 5 of the accompanying drawing, for letting off the effluent water from the surface, that is to say, a hinged penstock working between wing plates, and furnished with flexible flanges and fittings, the whole constructed and arranged essentially as described.

Seventhly.—The modification of the aforesaid apparatus hereinbefore described, and illustrated in figures 6 and 7 of the accompanying drawing, that is to say, a hinged penstock, furnished with wing plates working between flexible flanges affixed to the sides of the outlet passage, the whole constructed and arranged essentially as described.

Eighthly.—The improved method hereinbefore described, and illustrated in figures 8, 9, 10, and 11 of the accompanying drawing, of drying sewage mud, that is to say, by the use of steam heat underneath a drying floor, and a current of hot air above the mud spread on the said floor, essentially as described.

In witness whereof, we, the said Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, have to this our specification set our hands and seals, the tenth day of July, one thousand eight hundred and seventy-one.

C. RAWSON.
PHILIP OVENDEN.
JAMES WYLDE.
WM. McCREE.
HENRY HILL.

This is the specification referred to in the annexed Letters of Registration granted to Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, this thirteenth day of December, 1871.

BELMORE.

REPORT.

Victoria Chambers, Pitt-street,
Sydney, 23 November, 1871.

SIR,

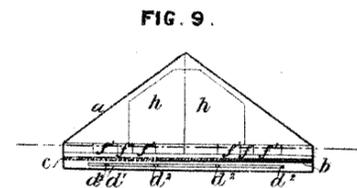
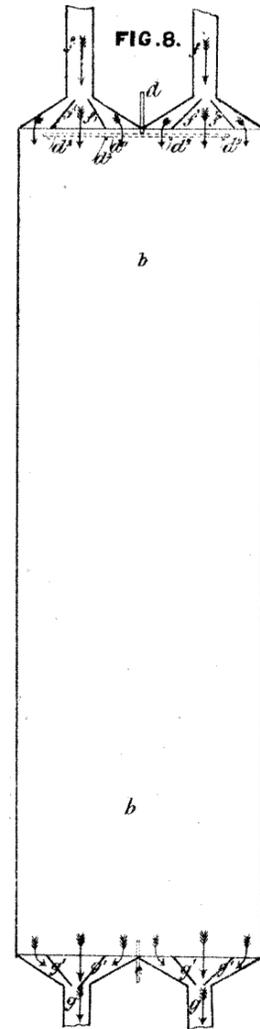
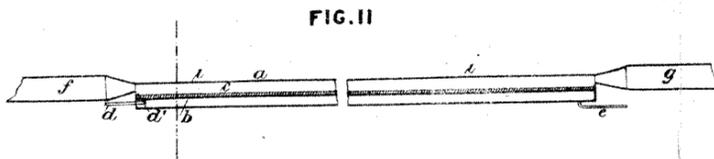
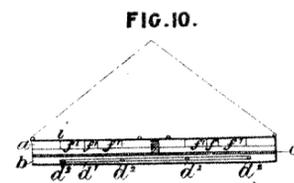
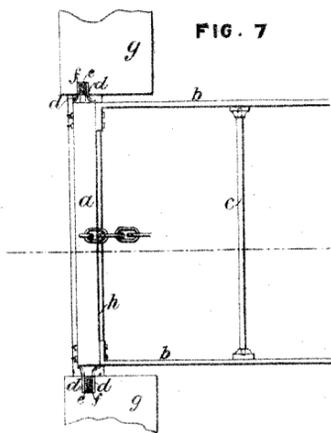
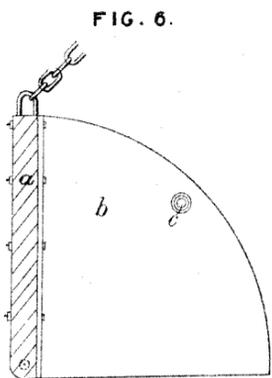
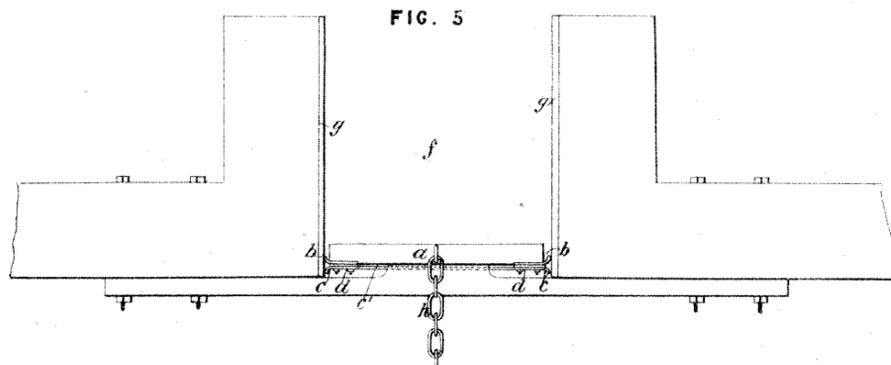
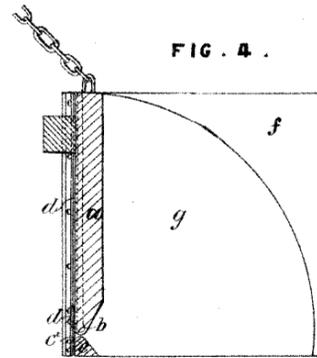
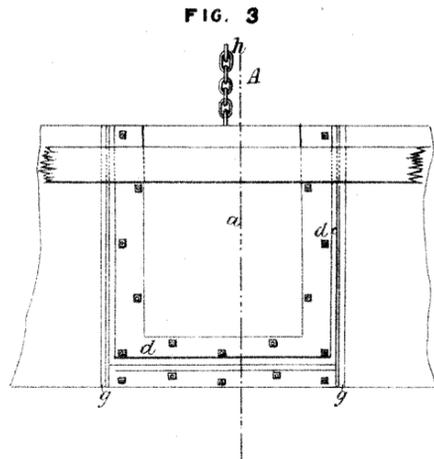
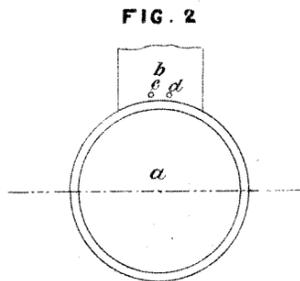
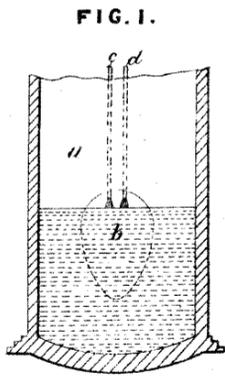
We have the honor to return herewith the Memorial of Christopher Rawson, Philip Ovenden, James Wylde, William M'Cree, and Henry Hill, Esquires, with the accompanying drawings and specifications (in duplicate) illustrative of an invention for Improvements in deodorizing and purifying Sewage, Urine, and refuse matters and liquids, and in making Manure therefrom, and in Apparatus for those purposes, of which they represent that they are the authors or designers, and for which they are desirous of obtaining Letters of Registration.

We have the honor to report that, having perused the said Memorial and specification, and considered the matters therein set forth, we have to recommend that Letters of Registration be granted as applied for:

We have, &c.,
CHAS. WATT.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

[Drawings—one sheet.]



This is the sheet of Drawings referred to in the annexed Letters of Registration granted to Christopher Rawson, Philip Ovender, James Wylde, William M^c Cree, and Henry Hill this thirteenth day of December 1871. Belmore.



A.D. 1871, 22nd December. No. 294.

INVENTION FOR UTILIZING WASTE AND OLD LEATHER, &c.

LETTERS OF REGISTRATION to Alfred Edward Arnold, for an Invention for utilizing Waste and Old Leather, &c., &c.

[Registered on the 22nd day of December, 1871, in pursuance of the Act 16 Vic., No. 24.]

BY HIS EXCELLENCY THE RIGHT HONORABLE SOMERSET RICHARD, EARL OF BELMORE, a 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.

TO ALL TO WHOM THESE PRESENTS SHALL COME, greeting:

WHEREAS ALFRED EDWARD ARNOLD, of Waverley, near Sydney, in the Colony of New South Wales, mechanical engineer, hath by his Petition humbly represented to me that he is the author or designer of a certain invention or improvement in manufactures, that is to say, of an invention for utilizing waste and old unperished Leather, converting such Leather, by process of cleansing, cutting, grinding and shredding, into a substance which, when pressed by hydraulic or screw power, will produce heels and soles for boots and shoes, and a variety of fancy useful articles, which is more particularly described in the specification and paper of drawings which are hereunto annexed; and that he, the said Petitioner, hath deposited with the Honorable the Treasurer of the said Colony of New South Wales the sum of Twenty Pounds sterling, for defraying the expense of granting these Letters of Registration, as required by the Act of Council, sixteenth Victoria, number twenty-four, and hath humbly prayed that I would be pleased to grant Letters of Registration, whereby the exclusive enjoyment and advantage of the said invention or improvement might be secured to him for a period of fourteen years: And I, being willing to give encouragement to all inventions and improvements in the arts or manufactures which may be for the public good, and having received a report favourable to the prayer of the said Petition, from competent persons appointed by me to examine and consider the matters stated therein, and to report thereon for my information, am pleased, with the advice of the Executive Council, and in exercise of the power and authority given to me by the said Act of Council, to grant, and do by these Letters of Registration grant unto the said Alfred Edward Arnold, his executors, administrators, and assigns, the exclusive enjoyment and advantage of the said invention or improvement, for and during the term of fourteen years from the date hereof; to have, hold, and exercise unto the said Alfred Edward Arnold, his executors, administrators, and assigns, the exclusive enjoyment and advantage thereof, for and during and unto the full end and term of fourteen years from the date of these presents next and immediately ensuing, and fully to be complete and ended: Provided always, that if the said Alfred Edward Arnold shall not, within three days after the granting of these Letters of Registration, register the same in the proper office in the Supreme Court at Sydney, in the said Colony of New South Wales, then these Letters of Registration, and all advantages whatsoever hereby granted, shall cease and become void.

In witness whereof, I have hereunto set my sign manual, and have caused the present Letters of Registration to be sealed with the seal of the said Colony of New South Wales, at Government House, Sydney, in New South Wales, this twenty-second day of December, in the year of our Lord one thousand eight hundred and seventy-one.

(L.S.)

BELMORE.

Invention for utilizing waste and old Leather, &c.

DESCRIPTION and SPECIFICATION accompanying the application for Letters of Registration of an Invention under the Act of Council 16 Vic. No. 24, to be granted to ALFRED EDWARD ARNOLD.

THE nature of my invention, and the manner in which I perform the same, are particularly described and ascertained in and by the following statement, that is to say:—

1st.—The chief feature in this invention, and of which protection is sought, is converting waste and old unperished leather, by cleansing, cutting, grinding, and shredding the said leather, into a substance which, when pressed by hydraulic or screw power, will produce heels and soles for boots and shoes in a complete and finished state, ready for fixing, cleaning up, and polishing; also blocks of the substance to be sawn in sizes as required for covers of books, and to be compressed into moulds, and produce tool-handles, buffers for railway carriages, winkers for horses, handles for knives to imitate buck-horn, walking-sticks, and whips, helmets and buckets for fire brigades and other service, and all and every fancy article that can be manufactured by the process of my invention, I claim protection for.

2nd.—The substance when pressed is harder than leather, and impervious to water, is capable of taking varnish, or can be highly polished.

3rd.—The diagram No. I on drawing, marked *a, b, c, d, e, f, g*, is the machine for shredding the leather into a fibrous state to be used in bonding the substance. The machine is a steel wheel whose external face is covered with deep sharp cuts, saw-teeth shape, meeting in its middle at right angles to each other, and driven by steam power at a rate of 1,000 to 1,200 revolutions a minute; it is confined in a cast-iron box fixed on a stone foundation, the feeding is from the top, and the discharge at the bottom. The underside of the top is semicircular in shape, and fitted within $\frac{1}{8}$ of an inch of the wheel, regulated at pleasure by screws at the top. *a* is the elevation; *b* is the top of machine or cover; *c* is the section; *d* the plan with top off; *e* is the plan of the underside of top; *f* and *g* is another wheel with planes fixed for cutting leather.

4th.—The diagram No. II on drawing, marked *a, b, c*, is the mill for grinding the leather, consisting of two round cast-iron mill plates, on which will be fastened $\frac{1}{8}$ -inch thick steel plates cut similar to French mill-stones. The lower grinding plate derives its motive power from underneath by belt from steam-engine; the top plate is secured to the circular iron framing, and it is kept in its position by screw bolts. The feeding is from the top, and the discharge from the bottom. *a* is the elevation; *b* is the plan; *c* is the upper grinder.

5th.—The diagram No. III on the drawing, marked *a, b, c*, is the compound shredding mill, composed of a number of circular saws driven by steam power, and is similar in every other respect to the shredding mill (diagram No. 1). *a* is the side view of the saws; *b* is the section through the box; *c* is the plan.

6th.—The diagram No. IV on drawing, marked *a, b, c*, is the cutting lathe, provided with sharp semicircular steel knives, against which the leather to be cut is forced through an iron box, the whole fixed on strong cast-iron frame. *a* shows the knives; *b* is the side elevation; *c* is the box.

7th.—The diagram No. V on the drawing, marked *a, b*, is the cleaning vessel, heated by steam, and provided with revolving tormentor or teasing spokes. *a* is the section; *b* is the plan.

8th.—The diagram No. VI on the drawing, marked *a, b, c, d, e, f, g, h, i*, are moulds; *a, b, c, d, e*, for making heels of various sizes; *f*, for making soles; *g*, for winkers for horses; *h* and *i* for handles for tools.

9th.—Moulds for other articles are to be made of similar construction, the hydraulic or screw power being applied to the moulds in the usual manner.

10th.—The process of cleansing the leather is performed by the use of a liquid composition of common washing soda and potash, of such strength as required, put in the cleaning vessel, heated by steam, and the tormentor or teasing spokes driven by steam.

11th.—The substance to be pressed will be prepared by mixing the shred and ground leather together, with solutions made from glue, and the various stringent gums, resins, gum resins, &c.

Dated this first day of November, 1871.

ALFRED E. ARNOLD.

ADDENDA to Description and Specification accompanying the application for Letters of Registration of an invention under the Act of Council 16 Vic. No. 24, to be granted to Alfred Edward Arnold.

1st.—In the process of cleansing the leather, common washing soda, or any other soda, together with or without potash, may be used in the liquid composition to be put in the cleaning vessel.

2nd.—The substance to be pressed will be prepared by mixing the shred and ground leather together, by means of gums Arabic, Senegal, Kowrie, tragacanth, shellac, seedlac, sandrack, benzoin, copal, mastic, frankincense, or any gum, gum resin, or resin not herein named, soluble in water, spirits, ether, &c.; also, glue, gelatine, dextrine, starch, isinglass, Indiarubber, gutta percha, skimmed milk, and powdered chalk.

Dated this first day of November, 1871.

ALFRED E. ARNOLD.

This is the specification referred to in the annexed Letters of Registration granted to Alfred Edward Arnold, this twenty-second day of December, 1871.

BELMORE.

REPORT.

Invention for utilizing waste and old Leather, &c.

REPORT.

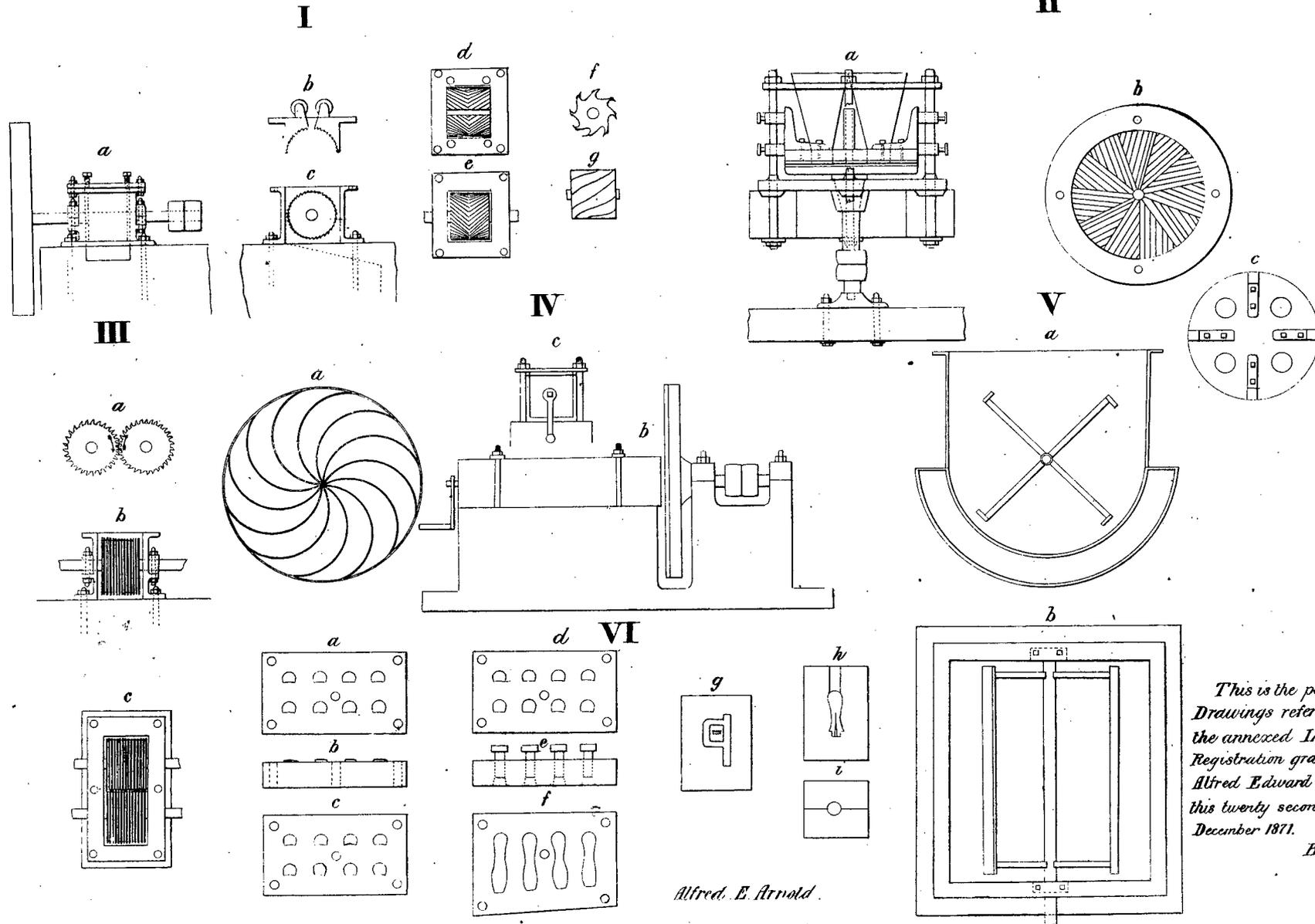
Sydney, 6 November, 1871.

SIR,
Having examined Mr. Alfred E. Arnold's description of his "invention for utilizing waste and old unperished Leather, &c., &c." transmitted under your B.C. of the 3rd instant, we do ourselves the honor to recommend that letters of Registration be granted to Mr. Arnold, in terms of his Petition, specification, drawings, and claim.

We have, &c.,
GOTHER K. MANN.
A. O. MORIARTY.

THE PRINCIPAL UNDER SECRETARY.

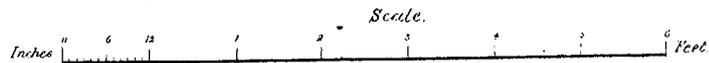
[Drawings—one sheet.



*This is the paper of
 Drawings referred to in
 the annexed Letters of
 Registration granted to
 Alfred Edward Arnold
 this twenty second day of
 December 1871.*

Belmore.

Alfred. E. Arnold.



1872.

NEW SOUTH WALES.

CROWN LANDS.

(RESERVED FROM SALE UNTIL SURVEYED, FOR THE PRESERVATION OF WATER SUPPLY, AND 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, 16th January to 17th May, 1872.

No. of Papers.	No. of Reserve.	Locality.	Area.	Government Gazette in which the description is published.	Folio.
Mis. 72-174		County of Gloucester, southern side Myall Lake	920 acres	19 Jany.	155
		" Macquarie, parish of Queenslake, Burrawan	3,840 "	23 "	181
		" " " Cairncions, Saltwater Creek	670 "	" "	"
		" " " Koriee	26 "	" "	"
		" " " Macquarie	20 "	" "	182
71-5583		" " " "	849 "	" "	"
70-4980	276	" Benarba, part of Pockataroo Run	273 "	25 "	216
72-280	76	Part of North Dunbing Run, District of Albert	1 sq. mile	2 Febr'y.	290
		District of Warrego		13 "	388
Pl. 72-545	87	County of Narran, forms part of Coongan Run	2,560 "	" "	"
Mis. 71-1815	88	" " forms part of Bundabulla No. 2 Run	3,200 "	" "	"
71-1801	857	" Wakool, forms part of Moolpa Run	2,240 "	" "	"
71-4337	11	" Durham, parish of Tillegra		16 "	421
71-6669	170	" Rous, parish of North Casino, portion 67	320 "	20 "	453
71-5587	...	" Oxley, at Warren	12 sq. miles	23 "	497
Aln. 71-12135	320	" Courallie, parish of Biniguy	510 ac. (abt.)	" "	498
	242	" Gough, at Dichard Creek	80 acres	" "	"
Mis. 71-1655	243	" " at Drake & Gresham	324 "	" "	"
72-592	22	" King, parish of Derrengullen	51½ "	" "	499
71-1655	168	" Gresham, on Boyd, Little River	310 ac. (abt.)	" "	"
71-6352	159	" Wellesley, parish of Gulgin	2a. 3r. 26p.	" "	"
71-6354	160	" " " "	40 acres	" "	"
	161	" " " Nelson	40 "	" "	"
71-6353	162	" " " Monara	30 "	" "	"
71-6582	169	" Rous, at Whian Whian	40 "	" "	"
70-1299	279	" Leichhardt, Buggel Run	7 sq. miles	" "	"
	497	Portion of Back Wagonga Run, County of Franklin	320 ac. (abt.)	22 March	795
	498	" Billabong Run, County of Gipps	640 "	" "	"
	499	" Canowley Run, County of Franklin	320 "	" "	"
	500	" East Gogeldrie Run, County of Cooper	1,280 "	" "	"
	501	" Lower Morral, County of Franklin	640 "	" "	"
	502	" South Thononga Run, County of Nicholson	640 "	" "	"
	860	County of Urana, Middle Camp, part of Clear Hills Run	2,560 "	" "	"
	861	" Urana, Four-mile Point, part of Clear Hill Run	3,200 "	" "	"
	862	" Waradgery, portion of Eli Elwah Run	640 "	" "	"
	863	" " " "	640 "	" "	"
	864	" " " "	640 "	" "	796
	865	Portion of East Mittagong Run, County of Mitchell	360 acres	" "	"
	866	" Mittagong and East Mittagong, County of Mitchell	360 ac. (abt.)	" "	"
	867	" " " "	360 acres	" "	"
	868	Pervensey Run, County of Waradgery	1,600 "	" "	"
	869	Part of Pervensey Run, County of Waradgery	3,200 ac. (abt.)	" "	"
	870	County of Townsend	640 acres	" "	"
	871	" " " "	640 "	" "	"
	872	" " " "	640 "	" "	"
	873	" " " "	640 "	" "	"
	874	" " " "	640 "	" "	"
	875	" Wynyard	640 ac. (abt.)	" "	"
	876	" Urana	1,000 acres	" "	"
	877	" " " "	1,000 "	" "	"
	878	" " " "	1,800 ac. (abt.)	" "	"

No. of Papers.	No. of Reserve.	Locality.	Area.	Government Gazette in which the description is published.	Folio.
	879	County of Hume	2,000 ac. (abt.)	22 March	796
	880	" "	1,600 "	" "	"
	881	" "	1,920 "	" "	797
	882	" "	800 "	" "	"
	91	" Clyde	640 acres	" "	"
	92	" Narran	3,200 "	" "	"
Mis. 72-2158	92	" Wakool	190 sq. miles	" "	"
	23	" Murray, parish of Barnet	4a. 1r. 30p.	" "	"
	23	" Raleigh, parish of Congarinni	41a. 3r.	" "	"
	89	" Gundabooka	9,360 acres	" "	"
	90	" "	9,600 "	" "	"
	72-231	" Murray, parish of Barnet	10 "	" "	"
	72-232	" " parish of Warri	5 "	" "	"
	71-5598	" Cooper, parish of North Bolaro Run	896 "	" "	798
	71-6874	" Hume, parish of Creighton	38 "	" "	"
Aln. 71-13376	859	" Mitchell, parish of Mundawaddery	640 "	" "	"
Mis. 72-1339	470	" Pottinger, parish of Weston	40 ac. (abt.)	" "	"
	359	" Cunninghame, Trandle Lagone	160 acres	" "	"
	71-6879	" Wellesby, parish of Maffra	20 "	" "	"
	71-6492	" Leichhardt, Castlereagh River	20 "	5 April	922
Aln. 71-7331	23	" King, parish of Winduella	27 "	" "	"
	71-9425	" Bunton	10½ "	" "	923
	71-1447	" Dampier, parish of Narira	41½ "	" "	"
	71-10412	" Lincoln, parish of Bodangora	35 "	" "	"
	71-12473	" Goulburn, parish of Yambla	208 "	" "	"
Mis. 72-421	171	" Rous, parish of Tuckombil	11 ac. (abt.)	" "	"
	71-6353	" Wellesley, parish of Gulgin	30 "	9 "	938
	71-1655	" Gresham, on Boyd or Little River	310 "	16 "	1016
Aln. 71-13980	5	" Gloucester, Wollomba River	2 acres	19 "	1058
	885	" Goulburn, parish of Mangabarina	670 "	" "	"
Mis. 72-1032	885	" Murray, parish of Burra	350 "	" "	"
	72-1032	" " parish of Googong	160 "	" "	"
	72-1281	" Goulburn, parish of Georogery	58 "	" "	"
R & B 71-1706	244	" Hardinge, at Yarrawick	450 ac. (abt.)	" "	"
	245	" " part of Abington Run	320 "	" "	"
	71-1706	" " part of Laura Run	282 "	" "	"
	71-1706	" " part of Abington Run	252 "	" "	"
	71-1706	" Sandon, parish of Saltash	280 acres	26 "	1106
	71-1706	" Hardinge, part of Nunandle Run	495 ac. (abt.)	" "	1107
	71-1706	" " part of Yarrawick Run	738 "	" "	"
Mis. 72-274	26	" Brisbane, parish of Isis	20 acres	" "	"
Aln. 69-8215	498	" Bourke, Kockibitoo	34 "	" "	"
Mis. 70-4197	499	" " parish of Kindra	217 "	" "	"
	500	" " Bourke	160 "	" "	"
	501	" " " Lupton	78½ "	" "	"
A.B. 72-745	242	" Harden, parish of Illalong	78½ "	" "	"
	76	" Part of North Darling Back Run, at the lake near Warego	1,920 "	30 "	1121
	24	" At Clay-pan Hollow, part of North Darling Back Run	660 "	" "	"
	25	" At Harley's or Coorrialie Springs, part of North Darling Back Run	2,560 "	" "	"
	77	" Yarranongany, on the Warrego River	320 "	" "	"
	26	" At Kullyna Spring, East Warrego Run	640 "	" "	"
	29	" At Erringunna, on the Warrego River	2,560 "	" "	"
	30	" At Bullamunta Point, Darling River	7,040 "	" "	"
	30	" At Led Knappa, Warrego District	2,560 "	" "	"
	22	" At Mud Spring, Warrego District	640 "	" "	"
O.L. 72-198	111	" County of Walgiers, at Tom's Lake	640 "	" "	1122
	458	" At Jump-up Sand Hill Well, on the road from Booligal to Weleaim	640 "	" "	"
	485	" At Trial Shaft, Box Clump	1,281 "	" "	"
	404	" Strathavon Run, on the road from Booligal to Wilcannia	1 sq. mile	" "	"
	365	" At Mossegil Station, Billabong, Willandra	2 sq. miles	" "	"
	406	" Sandridge Run, on the road from Booligal to Wilcannia	1 sq. mile	" "	"
	457	" Waiko Run, on the road from Booligal to Wilcannia	722½ acres	" "	"
	30	" Cane-grass Run, Darling District	1 sq. mile	" "	"
	44	" On Kilfora Block, on the road from Booligal, Wilcannia	" "	" "	"
	44	" At Munahro Spring, Munaro Hill	1 sq. mile	" "	"
	45	" At Munahro Creek, on the road from Boctegal to Wilcannia	1 "	" "	"
	57	" Catara Plain Run, Albert and Darling District	1 "	" "	1123
	55	" Forty-eight miles Reserve, Albert District	1 "	" "	"
	56	" Tallywalka Run, Albert District	1 "	" "	"
Mis. 72-537	56	" At Two-mile Waterholes, 13 miles south from Bourke	100 acres	" "	"
	72-537	" Coorilla, 28 miles south from Bourke	100 "	" "	"
	72-537	" At Tindera, 63 miles south from Bourke	100 "	" "	"
	72-537	" At Campbell's Tank, 84 miles south from Bourke	100 "	" "	"
	56	" Mathew's Flat (South)	100 "	" "	"
	56	" County of Parry and Hawes	20 sq. miles	" "	"
	72-1543	" " Rous, parish of Terranora	396 acres	" "	"
	72-1543	" " " Cudgeon	640 "	" "	"
	72-1543	" " " Newrybar	2 sq. miles	" "	"
	72-1543	" " Fitzroy, parish of Ermington	5 "	" "	"
A.B. 72-832	502	" Harden, parish of Coolac	225 acres	" "	1124
Mis. 72-166	5	" Macquarie, parish of Oxley	2 "	" "	"
	6	" District of Albert	60,000 ac. (abt.)	" "	"

1872-3.

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 Vic. 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, from 20th January to 20th February, 1873.

No. of Papers.	No. of Reserve.	Locality.	Area.	Government Gazette in which the description is published.	Folio.
72-4389 Ms.....	.....	County Cairn, at Balranald.....	11,113 acres	4th February ...	363
72-5184 Ms.....	.....	„ Harden, parishes of Jugiong and Cooney	14½ sq. miles	„ „ ...	„
*72-3187 Ms.....	12	„ Phillip, parish of Gulgong.....	400 acres	7th „ . . .	381
.....	.....	„ Rous, parishes of Berwick and Terranora	1,280 „ (about.)	„ „ ...	„

* The above is in lieu of a notice dated 5th November last, when the word "West" was used instead of "East" in the sixth line.

1872.

NEW SOUTH WALES.

CROWN LANDS.

(AUTHORIZED TO BE DEDICATED TO RELIGIOUS OR OTHER 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 25th Victoria, No. 1, from 22nd November, 1871, to 20th November, 1872.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.	No. of Papers.	Cat. No. of Plan.
Adaminiby	Wallace	8, 9, & 10	11	Town of Adaminiby	a. r. p. 1 2 0	Church of England Church and Parsonage.	64-13051 S.G.	A 1, 1747.
Balranald	Caira	6	28	Town of Balranald	0 2 0	Telegraph Station and Post Office	72-2768 Ms.	B 11, 1405.
Batlow	Wynyard	Portions	22 & 33	Parish of Batlow	1 2 0	Roman Catholic Church and Presbytery.	71-4960	c 254, 1984.
Bendoura	St. Vincent	Portion	71	Parish of Bendoura	2 0 0	Public School	71-5252	F 150, 1978.
Booligal	Nicholson	8, 9, & 10	5	Town of Booligal	1 2 0	Wesleyan Church and Minister's Residence.	72-2241	c 285, 1984.
Bowra	Raleigh			At Bowra	7 2 0	General Cemetery	72-2284	c 282, 1984.
Do	do.	2, 3, & 4	18	Village of Bowra	1 2 0	Wesleyan Church and Minister's Residence.	71-3002	c 248, 1984.
Do. (near)	do.			Parish of Missabotti	2 0 0	Public School	72-00	F 157, 1978.
Broke	Northumberland	1 & 9	17	Village of Broke	1 2 0	Roman Catholic Church and Presbytery.	71-4497	c 246, 1984.
Bundawang	St. Vincent	Portion	101	Parish of Bundawang	0 3 8	Wesleyan Church	71-6663	c 267, 1984.
Do.	do.	Portion	102	do.	1 0 0	Presbyterian Church	71-6662	c 268, 1984.
Burrawang	Camden	Portions	183 & 184	Parish of Burrawang	1 2 0	Wesleyan Church and Minister's Residence.	72-1760	c 284, 1984.
Do.	do.	Portion	182	do.	2 0 0	Public School	72-2314	F 165, 1978.
Casino	Rous	8	19	Town of Casino	0 2 0	School of Arts	72-1875	c 23, 1890.
Coila	Dampier	1, 2, & 3	2	Village of Coila	1 2 0	Presbyterian Church and Manse	71-4461	c 250, 1984.
Colinton	Beresford	1, 2, & 10	20	Village of Colinton	1 2 0	Roman Catholic Church and Presbytery.	72-261	c 275, 1984.
Congarinni	Raleigh			Parish of Congarinni	2 0 0	Public School	72-62	F 158, 1978.
Coonabarabran	Gowen	8 & 9	1	Town of Coonabarabran	0 3 23	Church of England purposes	72-3594	c 4, 1704.
Cootamundry	Harden	1 & 2	40	Town of Cootamundry	1 2 0	Church of England Church and Parsonage.	72-3002	c 299, 1984.
Cowper	Clarence	Part of	3	Village of Cowper	1 2 36	Public School	72-287	c 1 2055 ril.
Cox	Cook	Portions	68 & 69	Parish of Cox	1 2 0	Roman Catholic Church and Presbytery.	72-2450	c 287, 1984.
Deniliquin, South.	Townsend	3, 4, & 5	47	Village of South Deniliquin	1 2 0	Wesleyan Church and Minister's Residence.	71-2122	c 231, 1984.
Denman	Brisbane	1, 2, & 3	29	Town of Denman	1 2 0	Roman Catholic Church and Presbytery.	71-4673	c 265, 1984.
Dubbo	Lincoln	Part of	10	Town of Dubbo	1 2 15	Public School	72-5061	F 164, 1978.
Eden	Auckland	11, 12, & 13	37	Town of Eden	1 0 32	Wesleyan Church and Minister's Residence.	71-3009	c 260, 1984.
Egan	Bathurst			Village of Egan	0 1 24	Mechanics' Institute	70-5410	F 2, 2084.
Elrington	St. Vincent	2, 3, & 4	4	Town of Elrington	1 1 25½	Wesleyan Church and Minister's Residence.	71-4269	c 241, 1984.
Euston	Taila	10, 11, 12, & 13	4	Town of Euston	2 0 0	Public School	71-5816	F 151, 1978.
Forbes	Ashburnham	3, 4, 5, & 6	8	Town of Forbes	0 3 28	Church of England purposes	72-4812	F 3, 1830 ril.
Do.	do.	25, 26, 27, 28, & 29	9	do.	0 1 20	Presbyterian Church	71-4707	F 4, 1830.
Glen Innes	Gough	4	16	Town of Glen Innes	0 2 0	School of Arts	71-3919	G 33, 1532.
Goba	St. Vincent	Portions	56 & 57	Parish of Goba	1 2 0	Wesleyan Church and Minister's Residence.	72-2834	c 292, 1984.
Goulburn	Argyle	35 & 36	24	City of Goulburn	1 0 8½	Primitive Methodist Church and Minister's Residence.	72-1031	c 270, 1984.
Grafton	Clarence			Town of Grafton	8 0 2	Water Reserve	71-5215	G 45, 1359.
Grenfell	Monteagle	2, 3, & 4	14	Town of Grenfell	1 2 0	Presbyterian Church and Manse	71-5711	c 261, 1984.
Gulgong	Phillip			Near Gulgong	15 2 0	General Cemetery	72-6125	c 291, 1984.
Do.	do.			Village of Gulgong	1 0 0	Church of England Church	71-5733	G 3, 2089.
Gullen	Argyle	Portion	169	Parish of Pigbar	2 0 0	Public School	71-6537	F 154, 1978.
Gumbargana Springs.	Hume			Gumbargana Springs	42 0 0	Water Reserve	71-4702	
Gundaroo	Murray		18	Town of Gundaroo	10 0 0	Public Recreation	71-662	
Gunnedah	Pottinger	10, 11, 12, & 13.	39	At Gunnedah		Public School purposes	72-4798	
Hargraves	Wellington			Parish of Hargraves	7 2 0	General Cemetery	72-4473	c 256, 1984.
Hill End	do.	9	6	Village of Hill End	0 2 0	Presbyterian Manse	72-1248	c 273, 1984.
Huon	Goulburn	Portion	66	Parish of Huon	2 0 0	Public School purposes	72-2729	F 147, 1978.
Jeringong	Camden			Illawarra District	1 3 32	Presbyterian Church	71-5013	J 192, 672.
Jembaicumbene	St. Vincent	5, 6, & 7	10	Village of Jembaicumbene	1 2 0	Roman Catholic Church and Presbytery.	71-5433	c 259, 1984.
Do.	do.	1, 2, & 9	8	do.	1 2 0	Wesleyan Church and Minister's Residence.	71-5432	c 258, 1984.
Jindera	Goulburn			Parish of Jindera	1 0 0	Public School	72-1958	F 166, 1978.
Jugiong	Harden	11, 12, & 13	45	Town of Jugiong	1 2 0	Church of England Church and Parsonage.	72-3029	c 298, 1984.
Kinchelea	Macquarie	4, 5, 6, & 7	3	Town of Gladstone	0 3 30	Presbyterian Church and Manse	71-4188	M 365, 666.
Kissing Point	Cumberland			Parramatta River	3 2 9	Reserve for Wharf	72-78	F 500, 1693.
Little Billabong	Goulburn	Portion	19	Parish of Little Billabong	0 1 33	General Burial Ground	71-4277	c 253, 1984.
Do.	do.			do.	1 2 0	Church of England Church and Parsonage.	71-3176	c 238, 1984.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.	No of Papers.	Cat. No. of Plan.
Liverpool	Cumberland	1, 2, 3, 4, & 5	.....	Town of Liverpool	a. r. p. 1 0 30	Presbyterian Church and Manse	72-3242 Ms.	L 31, 1895.
Marebone	Gregory	Portion	1	At Marebone	1 0 0	Roman Catholic Church	71-6579	c 262, 1984.
Merigan	Murray	Portion	70	Parish of Merigan	2 0 0	Public School	72-3526	P 171, 1978.
Millah Murrrah	Roxburgh	.....	.....	At Millah Murrrah	2 0 0	do.	72-3393	P 169, 1978.
Meringo	Monteagle	.....	.....	Town of Meringo	7 2 0	General Cemetery	72-3917	c 211, 1934.
Mingary	Wynyard	Portion	70	Parish of Mingary	2 0 0	Public School	72-3346	P 168, 1978.
Mitchell's Island.	Macquarie	.....	.....	Manning River	2 0 0	do.	72-2523	P 159, 1978.
Do.	do.	.....	.....	do.	1 2 0	Church of England Church and Parsonage.	72-167	c 265, 1984.
Mudgee	Wellington	1, 2, 3, & 4	18	Town of Mudgee	2 0 0	Hospital Reserve	60-5506	.....
Do.	do.	5, 6, 7, & 8	18	do.	2 0 0	Presbyterian Church, School, and Manse.	.....	.....
Mungabarrina.	Goulburn	.....	.....	Parish of Mungabarrina	34 1 0	Water Reserve	71-6250	.....
Muswellbrook	Durham	.....	.....	At Muswellbrook	5 1 20	Reserve for Pasturage and Public Recreation.	72-4419	.....
Do.	do.	.....	.....	do.	15 0 0	do.	.....	Town plan of Muswellbrook.
Do.	do.	.....	.....	do.	3 3 15	Reserve for Recreation	.....	.....
Do.	do.	.....	.....	do.	0 1 28½	Reserve for Public Buildings	.....	.....
Do.	do.	Part of	10	do.	0 3 20	Market Reserve	.....	.....
Do.	do.	Part of	10	do.	0 3 20	Public School	72-2943	.....
Narellan	Cumberland	.....	.....	At Narellan	2 2 3	Church of England Church	.....	N 401 a rll.
Do.	do.	.....	.....	do.	2 2 3	Church of England Burial Ground	.....	.....
Do.	do.	.....	.....	do.	13 2 3½	Glebe	.....	.....
Do.	do.	.....	.....	do.	1 0 5½	Water Reserve for Reservoir	.....	N 6, 1210.
Do.	do.	.....	.....	do.	2 0 0	Public School	71-516	P 127, 1978.
Narira	Dampier	Portion	71	Parish of Narira	2 0 0	do.	71-515	P 120, 1978.
Norra	St. Vincent	Portion	115	Parish of Norra	2 0 0	do.	71-515	P 120, 1978.
Do.	do.	10, 11, & 12	5	Town of Norra	1 2 0	Presbyterian Church and Manse	72-1519	c 540, 730.
Nullica	Auckland	Portion	79	Parish of Nullica	2 0 0	Public School	71-3010	P 149, 1978.
Numbly	King	1 & 9	2	Village of Numbly	1 2 0	Church of England Church and Parsonage.	71-3197	c 261, 1984.
Nundle	Parry	.....	.....	Parish of Nundle	3 3 0	General Cemetery	72-238	c 145, 1984.
Oberon	Roxburgh	1 & 2	6	Village of Oberon	2 0 0	Public School	71-5708	P 153, 1978.
Ooranook	Auckland	Portion	23	Parish of Ooranook	2 0 0	do.	71-3273	P 161, 1978.
Orange	Wellington	8 & 9	27	Town of Orange	11 0 0	Public Recreation	72-2780	c 41, 1809.
Palmer's Oakay Creek.	Roxburgh	.....	.....	At Palmer's Oakay Creek	7 2 10	General Cemetery	71-6801	c 264, 1984.
Perth	Bathurst	1, 9, & 10	20	Village of Perth	1 2 29½	Roman Catholic Church and Presbytery.	72-366	P 1, 877 roll.
Piribil	Hunter	Portions	50 & 51	Parish of Piribil	1 2 0	Church of England Church and Parsonage.	71-4442	c 252, 1984.
Popran	Northumberland.	Portions	50 & 50a	Parish of Popran	1 2 0	Wesleyan Church and Minister's Residence.	71-3190	c 237, 1984.
Port Macquarie	Macquarie	.....	.....	Town of Port Macquarie	about 30 0 0	Reserve for Public Recreation	71-1945	.....
Richmond	Cumberland	.....	.....	At Richmond	1 0 0	Presbyterian Burial Ground	71-2516	c 743, 730.
Rockley	Georgiana	2	4	Village of Rockley	0 2 0	Site for Wesleyan Church	72-5369	R 4, 1516.
Sanrox	Macquarie	.....	.....	Village of Sanrox	1 2 0	Church of England Church and Parsonage.	71-4004	c 239, 1984.
Spring Grove	Bathurst	.....	.....	On the road from Cadiangullong to Bathurst.	2 0 0	Public School	72-2781	P 170, 1978.
Sturt	Auckland	.....	.....	Village of Sturt	1 2 0	Presbyterian Church and Manse	71-5160	c 244, 1984.
Sydney	Cumberland	.....	.....	City of Sydney	0 0 24	Public Recreation	71-1235	P 133, 858 r.l.
Tumberumba	Selwyn	3 to 10	8	Town of Tumberumba	2 0 0	Public School	72-2191	T 2, 1736.
Terrable Creek	Gowen	.....	.....	On Terrable Creek	2 0 0	Police Station	72-3837	Town plan of Terrable.
The Limestones	Phillip	Portions	179 & 180	Parish of Bayley	1 2 0	Wesleyan Church and Minister's Residence.	72-793	c 276, 1984.
Tannabutta	Wellington	Portion	95	Parish of Tannabutta	2 0 0	Public School	71-5709	P 152, 1978.
Tillegra	Gloucester	Portions	32 & 33	Parish of Tillegra	1 2 0	do.	71-6727	c 242, 1984.
Tongbong	Phillip	Portions	147 & 148	Parish of Lowe	1 2 0	Wesleyan Church and Minister's Residence.	71-4963	c 257, 1984.
Toogong	Ashburnham	1, 9, & 10	22	Village of Toogong	1 2 0	Church of England Church and Parsonage.	72-3623	c 300, 1984.
Ulmarra	Clarence	Portions	387 & 388	Parish of Ulmarra	1 2 0	Wesleyan Church and Minister's Residence.	71-1958	c 225, 1984.
Do.	do.	.....	.....	do.	0 2 11	Presbyterian Church	71-3839	c 245, 1984.
Uralla	Sandon	13 & 14	4	Town of Uralla	1 2 0	Roman Catholic Church and Presbytery.	72-2418	c 233, 1984.
Do.	do.	.....	.....	Parish of Uralla	7 2 0	General Cemetery	72-2417	c 286, 1984.
Vere	Northumberland.	Portions	78 & 78a	Parish of Vere	1 2 0	Roman Catholic Church and Presbytery.	72-3938	c 236, 1984.
Wambom	Murray	Portion	25	Parish of Wambom	2 0 0	Public School	71-3803	P 148, 1978.
Wardell	Rous	5, 6, & 7	7	Town of Wardell	1 2 0	Church of England Church and Parsonage.	71-4440	c 243, 1984.
Warren	Oxley	.....	.....	Town of Warren	2 2 38	Public School	71-181	P 162, 1978.
Do.	do.	.....	.....	At Warren	1 2 0	Church of England Church and Parsonage.	71-6581	c 269, 1984.
Do.	do.	.....	.....	Town of Warren	7 2 0	General Cemetery	72-576	c 277, 1984.
Wentworth	Wentworth	.....	.....	At Wentworth	920 0 0	Permanent Common	72-2063	P 37, 1820.
Do.	do.	.....	.....	do.	1 0 0	Roman Catholic Church	71-4441	c 274, 1984.
Weromba	Camden	.....	.....	Parish of Weromba	1 2 0	Primitive Methodist Church and Minister's Residence.	71-4545	c 247, 1984.
Do.	do.	.....	.....	Mulgoa Forest, Weromba	1 0 0	Church of England School	71-4068	.....
West Kempsey	Dudley	.....	.....	Town of West Kempsey	1 2 0	Church of England Church and Parsonage.	72-3189	c 298, 1984.
Wilcannia	Young	9 & 10	26	Town of Wilcannia	1 0 0	Public School	72-3586	Town plan of Wilcannia.
Wilson	Raleigh	12, 13, & 14	2	Township of Wilson	0 2 25	Wesleyan Church and Minister's Residence.	72-55	c 266, 1984.
Do.	Wallace	.....	.....	Parish of Wilson	7 2 0	General Cemetery	72-452	c 278, 1984.
Do.	do.	Portions	12 & 13	do.	1 2 0	Church of England Church and Parsonage.	72-453	c 279, 1984.
Do.	Raleigh	1, 2, 3, & 4	2	Village of Wilson	1 0 0	Public School	70-992	P 97, 1978.
Wilton	Camden	1, 2, & 3	10	Town of Wilton	1 2 0	Roman Catholic Church and Presbytery.	71-4656	W 2, 1216.
Windeyer	Wellington	.....	.....	At Windeyer	0 1 2	Church of England Burial Ground	70-4909	c 657, 730.
Windsor	Cumberland	.....	.....	At Windsor	1 1 0	Market Reserve	72-751	W 26, 873.
Wollar	Phillip	6, 7, & 8	4	Village of Wollar	1 2 0	Roman Catholic Church and Presbytery.	71-6491	c 263, 1984.
Wollongong	Camden	.....	.....	Near Wollongong	77 0 0	Racecourse and Public Recreation	71-6532	W 4a 879 rll.
Wolumla	Auckland	Portions	146 & 147	Parish of Wolumla	1 2 0	Church of England Church and Parsonage.	71-3401	c 249, 1984.
Do.	do.	Portions	149 & 149a	do.	1 2 0	Wesleyan Church and Minister's Residence.	72-479	c 272, 1984.
Woomargama	Goulburn	2	7	Village of Woomargama	2 0 0	Public School	72-354	P 160, 1978.
Wombat	Harden	11 & 12	9	Town of Wombat	1 0 0	Roman Catholic Church and Presbytery.	72-1069	c 271, 1984.
Wombah	Clarence	Portion	71	Parish of Wombah	1 0 0	Public School	71-6577	P 155, 1978.
Wondalga	Wynyard	.....	.....	Parish of Wondalga	2 0 0	Public School purposes	72-2021	.....
Do.	do.	.....	.....	At Wondalga	2 2 0	Public School	71-417	P 125 & 163, 1978.
Wyndham	Auckland	11, 12, & 13	40	Town of Wyndham	1 2 0	Presbyterian Church and Manse	72-3153	c 296, 1984.
Yarraman	Brisbane	.....	.....	Parish of Yarraman	1 2 0	Church of England Church and Parsonage.	71-4674	c 251, 1984.
Yetman	Arrawatta	.....	.....	At Yetman	600 0 0	Permanent Common	72-1548	A 140, 1847.

1872.

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 25th Victoria, No. 1, from 20th November to 19th December, 1872.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.	No. of Papers.	Cat. No. of Plan.
Beauty.....	Brisbane	1, 2, & 3	1	At Beauty	a. r. p. 1 2 0	Roman Catholic Church and Presbytery.	72-3981 Ms.	c 301-1984
Bega	Auckland	121	.....	Parish of Bega	2 0 0	Public School	72-4719 "	c 174-1978
Brogo	do	131	.....	Parish of Brogo	2 0 0	do.	72-4407 "	p 173-1978
Bulla Creek ..	Monteagle .....	.....	.....	At Bulla Creek	1 2 0	Church of England Church and Parsonage.	72-4362 "	c 313-1984
Coila	Dampier	1, 2, & 3	2	Village of Coila	1 2 0	Presbyterian Church and Manse	71-6713 "	c 250-1984
Delegate	Wellesley .....	.....	.....	At Delegate Gold Field	7 2 0	General Cemetery	72-2502 "	c 288-1984
Erudgere	Wellington .....	.....	.....	Parish of Erudgere.....	1 2 0	Wesleyan Church and Minister's Residence.	72-3399 "	c 297-1984
Emu Plains ...	Cook .....	.....	.....	Town of Emu Plains	0 3 39	Church of England Church and Parsonage.	72-5101 "	c 294-1984
Forbes	Ashburnham...	.....	.....	Town of Forbes	184 2 0	Public Recreation	72-5122 "	A 492-1770
Gulgong	Phillip	2	20	Village of Gulgong	0 1 20	Wesleyan Church	72-789 "	c 290-1984
Kiama	Camden .....	.....	.....	At Jeringong.....	1 3 32	Presbyterian Church	72-6292 "	I 192-672
Murringo	Monteagle	11, 12, & 13	37	Town of Murringo	1 2 0	Roman Catholic Church and Presbytery.	71-6573 "	M 10-1406
Millangandra..	Goulburn	10 & 11	10	Village of Millangandra	1 2 0	Church of England Church and Parsonage.	71-4961 "	c 315-1984
Myalla	Wallace	22 & 23	.....	Parish of Myalla.....	1 2 0	Roman Catholic Church and Presbytery.	72-4010 "	c 303-1984
Rhyana... ..	Argyle	103 & 104	Parish of Ryanna	1 2 0	Presbyterian Church and Manse	72-5031 "	c 310-1984

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1872-3.

NEW SOUTH WALES.

CROWN LANDS.

(AUTHORIZED TO BE 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.	Locality.	Area.	To what purpose dedicated.	No. of Papers.	Cat. No. of Plan.
Adelong	Wynyard	2, 9, & 10	3	Town of Adelong	a. r. p. 1 2 0	Public Recreation .....	. Ms. 72-5,794	
Bangus	do .....	.....	.....	Parish of Bangus	3 2 39 $\frac{1}{2}$	General Cemetery	72-4,503	c 312, 1,984
Euadera	do	33	.....	Parish of Euadera	3 0 0	Public School	72-4,264	P 167, 1,978
Grafton	Clarence	4	32	Town of Grafton	1 1 24	Market	71-6,159	.....
Do	do	4	79	do	0 2 16	Town Hall	71-6,160	.....
Do	do	part	of 118	do	5 3 8	Cattle Market	71-6,161	.....
Gulgong	Phillip	3	20	At Gulgong	0 3 20	Presbyterian Church	72-6,605	c 289, 1,984
Hay	Waradgery .....	.....	.....	At Hay	7 0 0	Hospital	72- 127	H 18, 1,694
Kangaloon	Camden	244	.....	Parish of Kangaloon	0 1 0	School of Arts	72-5,479	c 270, 2,041
Menindie	Menindie	4, 5, & 6	26	Town of Menindie	1 2 0	Roman Catholic Church and Presbytery. Infirmary. Subject to the condition adopted by the Legislative Assembly, "That no part of the main buildings shall be removed without the sanction of both Houses of Parliament, obtained by express resolution."	72-5,280	c 311, 1,984
Sydney	Cumberland	part	of 50	City of Sydney	2 3 19	.....	72-5,059	s 350, 858 roll.
Tenterfield	Clive .....	.....	.....	At Tenterfield	8 0 0	General Cemetery	72-4,323	c 304, 1,984
Waratah	Northumberland .....	.....	.....	At Waratah	1 0 0	Municipal Chambers	72-4,861	N 39, 2,111

1872-3.

NEW SOUTH WALES.

CROWN LANDS.

(DEDICATED TO RELIGIOUS AND PUBLIC PURPOSES.)

Presented to Parliament, pursuant to Act 25 Vic. 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 25th Victoria, No. 1, from 20th January to 20th March, 1873.

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.	No. of Papers.	Cat. No. of Plan.
Bobundarah	Wallace	Portion	38	Parish of Myalla	a. r. p.	Public School	Ms. 72-5027	P 181, 1978.
Calico Grass	Rous	Portion	68	Parish of North Lismore	2 0 0	do.	Ms. 72-5702	P 183, 1978.
Coonabarabran	Gowen	7 & 8	3	Town of Coonabarabran	1 2 0	Roman Catholic Church and Presbytery.	Ms. 72-5924	c 317, 1984.
Dangelong	Beresford	Portion	14	Parish of Palmerston	2 0 0	Public School	Ms. 72-2764	P 179, 1978.
Deepwater	Gough .....	.....	.....	At Deepwater	7 2 3	General Cemetery	Ms. 72-6769	c 322, 1984.
East Casino	Richmond	Portion	54	Parish of East Casino	2 0 0	Public School	Ms. 72-4717	P 182, 1978.
Frederickton	Dudley .....	.....	.....	Parish of Yarrabandinni	2 0 0	do.	Ms. 72-5278	P 180, 1978.
Gundaroo	Murray	102	23	Village of Gundaroo	1 2 0	Roman Catholic Church and Presbytery.	Ms. 72-6534	c 318, 1984.
Jellore	Camden	Portion	53	Parish of Jellore	2 0 0	Public School	Ms. 72-4948	P 176, 1978.
Jumping Rock	Do.	Portion	100	Parish of Sutton Forest	2 0 0	do.	Ms. 72-4957	P 175, 1978.
Jordan's Crossing	Do.	Portion	101	Do.	1 0 0	Primitive Methodist Church	Ms. 72-4951	c 306, 1984.
Kangaroo Valley	Do.	Portions	178 & 179	Parish of Burrawang	1 2 0	Wesleyan Church and Residence	Ms. 72-5142	c 308, 1984.
Lismore	Rous	13, 14, & 15	4	Parish of Lismore	1 2 0	Church of England Church and Parsonage.	Ms. 72-5507	c 316, 1984.
Mandemar	Camden	Portion	235	Parish of Berrima	2 0 0	Public School	Ms. 72-4949	P 177, 1978.
Murrurundi	Brisbane .....	.....	.....	Parish of Murrurundi	1,927 0 0	Permanent Common	Ms. 72-5574	P 189, 2096.
*Orange	Wellington	Section	27	Town of Orange	10 0 0	Public Recreation	Ms. 72-3426	641, 1509.
Rockley	Georgiana .....	.....	.....	Parish of Rockley	20 0 0	Permanent Common	Ms. 73-1007	.....
Wagga Wagga	Wynyard and Kentucky.	.....	.....	At Wagga Wagga	more or less. 720 0 0	do.	Ms. 72-5093	.....
Yarrunga	Camden	Portion	240	Parish of Yarrunga	2 0 0	Public School	Ms. 72-4950	P 178, 1978.

*This land has already been dedicated, but the area was erroneously stated as 11 a. in the abstract submitted to Parliament, and published in the *Government Gazette* of the 14th February, 1873.

1872-3.

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. (No. 3 of 1873.)

Place.	County.	Allotment.	Section.	Locality.	Area.	To what purpose dedicated.	No. of Papers.	Cat. No. of Plan.
Adelong	Wynyard.....	1	27	Town of Adelong	a. r. p. 0 0 37	Public Library	Ms. 72-6,446	A 11-1,664
Araluen	St. Vincent.....	.....	.....	Parish of Araluen	642 0 0	Permanent Common	72-7,002	.....
Burton.....	Northumberland.	portion 6	.....	At Burton	2 0 0	Public School	72-6,853	P 186-1,978
Candelo	Auckland	1 & 2	16	Town of Candelo	1 2 0	Roman Catholic Church and Presbytery.	73-161	c 302a-1,984
Duck Creek Ridges ...	Rous.....	portion 94	.....	At Duck Creek Ridges...	2 0 0	Public School	72-6,186	P 187-1,978
Goulburn	Argyle .....	.....	.....	City of Goulburn.....	46 (about)	Public Recreation	73-1,649	.....
Hovell's Creek	King.....	.....	.....	At Hovell's Creek.....	1 2 0	Roman Catholic Church and Presbytery.	72-4,379	c 309-1,984
Murringo	Monteagle	2 & 3	32	Town of Murringo	1 1 39	Public School	73-370	P 188-1,978
Orange	Wellington.....	.....	.....	Parish of Orange	180 0 0	Racecourse	73-1,880	.....
Shaw's Creek	Argyle	portion 181	.....	At Shaw's Creek	2 0 0	Public School	72-6,658	P 185-1,978
Tamworth	Inglis	4, 5, & 6	45	Town of Tamworth	1 2 0	Church of England Church and Parsonage.	73-207	c 324-1,984
Wollar Creek (near) ..	Phillip .....	.....	.....	Near Wollar Creek	2 0 0	Public School	72-7,010	P 184-1,978

1872.

NEW SOUTH WALES.

CROWN LANDS.

(ABSTRACT OF 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, from 19th January to 20th November, 1872.

City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which published.
72-2467 Misc. Binda	acres 210	acres 406	County of Georgiana, parish of Binda	12 July, 1872.
Crookwell...	About 219	.....	County of King, parish of Crookwell	23 August, "
Do. ...	.....	About 185	County of King, parish of Crookwell	" "
Do. ...	.....	329	County of Georgiana, parish of Kiamma.	" "
72-3789 Misc. Elrington ...	About 289	.....	County of St. Vincent, parish of Elrington.	5 November "
Do. ...	.....	About 318	County of St. Vincent, parish of Elrington.	" "

1872-3.

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.

No. of Papers.	City, Town, or Village.	Area for City, Town, or Village.	Area for Suburbs.	Locality.	Government Gazette in which Published.	
Ms. 73-137	Bombala	About 430 acres ...	About 350 acres ...	County Wellesley, Parish Bombala.	8 April ...	1038

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LOCAL LAND OFFICE FOR INVERELL.

(PETITION FOR ESTABLISHMENT—MINERS AND OTHERS, OF INVERELL.)

Ordered by the Legislative Assembly to be printed, 6 November, 1872.

To the Honorable the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned miners and others, of Inverell,—

HUMBLY SHOWETH :—

That your Petitioners are residents of a district peculiarly distinguished for its great mineral wealth, and are largely interested in the development of the lately discovered tin-mines.

That your Petitioners suffer much loss and inconvenience from their inability to take up mineral lands at a local Government office, from the great delays which take place in surveying their selections, and from the very great uncertainty and risk which attach to the leasing of mineral lands, in consequence of the impossibility of obtaining official information, except by application to the Government offices of the metropolis.

That your Petitioners believe that the establishment in this district of a branch office of the Lands and Survey Departments, especially devoted to the mining interests, would be a great boon to a large number of their fellow colonists, would facilitate the taking up of mineral lands, and prevent much future misunderstanding and possible litigation, to say nothing of the prevention of much disappointment, waste of time, and pecuniary loss.

That your Petitioners believe that the present Gold Fields Regulations if slightly modified would meet the general requirements of the tin-miners.

Your Petitioners therefore pray that your Honorable House will take the premises into your favorable consideration.

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

[*Here follow 209 Signatures.*]

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DISTRICTS OF GRAFTON, RICHMOND, AND TWEED.

(STATISTICS SHOWING REVENUE, EXPENDITURE, AND UNEXPENDED BALANCES OF VOTES.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

[Laid upon the Table in compliance with the Answer to Question No. 1, Votes and Proceedings, No. 19, Wednesday, 26th June, 1872.]

Nos. 1 and 2.

RETURN showing, 1st,—the gross amount received from the Police Districts of Grafton and Richmond River, including the Tweed River District, as Land Revenue, specifying each head, from the 1st January, 1858, to the 31st December, 1871; 2nd,—the amounts received from the same Districts, from 1st January to 31st May, 1872.

Head of Receipt.	Amount received from 1st Jan., 1858, to 31st Dec., 1871.	Amount received from 1st Jan. to 31st May, 1872.
POLICE DISTRICT OF GRAFTON.		
Land sold by auction	£ 51,037 6 5	£ 685 5 6
Land selected after auction	11,069 18 9	178 7 2
Deposits on conditional purchases	19,147 14 11	559 8 11
Interest on conditional purchases	4,917 15 9	1,158 15 9
Instalments of purchase money	181 16 0	55 0 0
Balances (in full) of purchase money, including deed fees	5,455 7 6	681 0 0
Total for Grafton	£ 91,809 19 4	£ 3,317 17 4
POLICE DISTRICT OF RICHMOND RIVER.		
Land sold by auction	15,316 17 2	1,026 0 0
Land selected after auction	3,774 0 0	397 5 0
Interest on conditional purchases	4,561 13 6	1,449 1 10
Deposits on conditional purchases	23,447 9 8	1,072 0 0
Instalments of purchase money	153 5 0	.....
Balances (in full) of purchase money, including deed fees	3,402 16 3	62 0 0
Total for Richmond River	£ 50,656 1 7	£ 4,006 6 10
POLICE DISTRICT OF TWEED RIVER.		
Land sold by auction	53 0 0	.....
Land selected after auction	146 10 0	.....
Deposits on conditional purchases	6,035 10 0	109 10 0
Interest on conditional purchases	339 2 0	292 2 9
Instalments of purchase money	4 0 0	.....
Total for Tweed River	£ 6,578 2 0	£ 401 12 9
GRAND TOTALS	£ 149,044 2 11	£ 7,725 16 11

The Treasury, New South Wales,
5th November, 1872.

FRANCIS KIRKPATRICK,
Accountant.

No. 3.

RETURN showing the amount expended upon Public Works in the Police Districts of Grafton and Richmond River, including the Tweed River District, from the 1st January, 1858, to the 31st December, 1871.

Particulars.	Amount.	Total.
	£ s. d.	£ s. d.
PUBLIC WORKS AND BUILDINGS.		
Gaol, Grafton—		
Erecting, repairs, &c.	2,773 14 8	
Fencing, tanks, &c.	466 13 5	
Furniture	33 5 9	
	3,273 13 10	
Custom House, Grafton—		
Erecting, repairs, &c.	1,229 0 0	
Furniture	26 5 6	
	1,255 5 6	
Court House and Lock-up, Grafton—		
Erecting, repairs, &c.	2,163 16 0	
Fencing	64 10 0	
Furniture	163 8 6	
	2,391 14 6	
Police Station, Grafton—Repairs, &c.	57 7 2	
District Surveyor's Office, Grafton—Furniture	18 17 0	
Post Office, Grafton—Fittings, &c.	10 0 0	
Court and Watch House, Lismore—		
Erecting, repairs, &c.	962 12 6	
Furniture	98 3 6	
	1,060 16 0	
Court and Watch House, Ballina—		
Erecting, repairs, &c.	725 6 6	
Furniture	31 10 6	
	756 17 0	
Court House, Casino—		
Additions, &c.	185 3 0	
Furniture	39 1 6	
	224 4 6	
Police Station, Casino—Stable, materials, &c.	5 16 0	
Custom House, Lawrence—Timber, &c.	188 14 0	
Court House, Lawrence—		
Repairs, &c.	2 0 5	
Furniture	11 10 6	
	13 10 11	
Custom House, Richmond River Heads—Removing old material	50 0 0	
	9,306 16 5	
PUBLIC WORKS—HARBOURS AND RIVERS DEPARTMENT.		
Survey of the Clarence River	1,042 12 7	
Breakwaters, Clarence River Heads	21,825 14 9	
Beacon, Clarence River Heads	180 0 0	
Purchase of Dredge for Rivers Manning, Macleay, and Clarence—one-third of cost	3,763 7 8	
Cost of working Dredge and raising Silt in the Clarence River during the years 1870 and 1871	5,093 19 5	
Survey of the Richmond River	817 17 1	
Punt at Casino	600 0 0	
Wharf at Casino	264 17 0	
Clearing Richmond River to Wharf at Casino	75 0 0	
	33,663 8 6	
ELECTRIC TELEGRAPHS.		
Electric Telegraph—Grafton to Clarence River Heads	2,086 7 7	
Electric Telegraph—Wyandah to Casino	905 3 7	
	2,991 11 2	
Carried forward	£	45,961 16 1

No. 3.—*continued.*

Particulars.	Amount.	Total.
Brought forward	£ s. d.	£ s. d. 45,961 16 1
ROADS.		
Clarence River to Great North Road	43,742 19 0	
Lawrence to Tenterfield	14,228 19 10	
Grafton to Casino	3,560 5 5	
Casino to Lismore	691 7 4	
Lismore to Ballina	1,049 18 0	
Construction, working, and maintenance of Grafton Punt	3,442 11 9	
	66,716 1 4	
BRIDGES.		
Nymboi Bridge	12,578 14 1	
Urara Bridge	5,063 19 0	
	17,642 13 1	
ROADS UNDER TRUSTEES.		
Foot-bridge, Terpentine Channel	25 0 0	
Road, Grafton to Copmanhurst	91 0 0	
Grafton to Alumny Creek	50 0 0	
Lismore to Blackbrook	50 0 0	
Lismore to Gundiwindra	30 0 0	
	246 0 0	
		84,604 14 5
TOTAL	£	130,566 10 6

The Treasury, New South Wales,
5th November, 1872.FRANCIS KIRKPATRICK,
Accountant.

No. 4.

RETURN showing the Balances unexpended of Votes for Public Works in the Police Districts of Grafton and Richmond River.

Head of Appropriation.	Amount.
Electric Telegraph, Grafton to Clarence River Heads	£ s. d. 413 12 5
Breakwater, Clarence River Heads	28,151 11 0
TOTAL	£ 28,565 3 5

The Treasury, New South Wales,
5th November, 1872.FRANCIS KIRKPATRICK,
Accountant.

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RESERVES, JERRY'S PLAINS AND BREEZA ROAD.

(REPORTS ON.)

Ordered by the Legislative Assembly to be printed, 12 November, 1872.

MR. DISTRICT SURVEYOR EVANS to THE SURVEYOR GENERAL.

Maitland, 14 September, 1872.

SIR,

In reference to instructions of July 19th, No. 72-102, respecting reserves on road from Jerry's Plains to Breeza, I have the honor to report on those within County Buckland.

Reserve No. 466.—On proceeding to this reserve, I found that the eastern boundary was marked by a substantial fence, defining the pre-lease of — Nowland, and at $12\frac{1}{2}$ chains north from the northern boundary I found another fence in a westerly direction. I recommend an extension of the present reserve by the addition of 200 acres along its northern boundary, so that the western boundary will be 52 chains

instead of 40 chains, as at present, and the eastern boundary 104 chains instead of 92 chains. I have marked the eastern and western boundaries, and the proposed extension on the north side.

Reserve No. 205.—I have marked the eastern and western boundaries. I found the reserves at Darling water were defined on the ground.

Reserves Nos. 242-8 and 178.—The road passes through the first-mentioned, and it is marked on the west by a fence, and on the north and south by a line of stakes; the other two are sufficiently marked by the surrounding measurements.

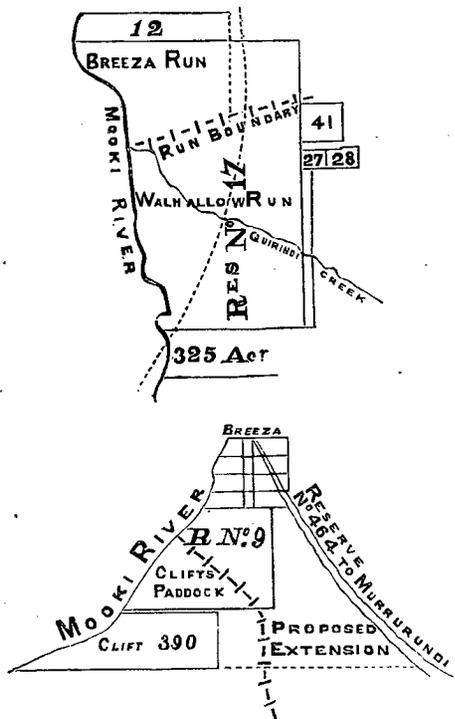
Reserve No. 10 is also marked on all sides, but it is unnecessary for travelling stock, and cattle cannot cross the Mooki River at this place.

Reserve No. 17 is marked on all sides. This is the best reserve on the whole road. The part on Walhollow Run is already open to the public; the other part, situated on Breeza Run, is not open. The position of the fences is shown on the sketch.

Reserve No. 9.—I have marked the boundaries of this reserve. I recommend an extension as shown on the sketch. Part of the reserve is within a paddock, but no practical inconvenience is thereby experienced.

All of these reserves except No. 10 should be reserved from lease, if not already so reserved.

I have, &c.,
THOMAS EVANS,
District Surveyor.



It is recommended that the reservations from lease and extensions as proposed should be carried out.—R. A. FITZGERALD, for Sur. Gen., 18 Octr., 1872.
Approved.—J.S.F., 31/10/72.

COPY of report of Mr. District Surveyor Evans on an application made by Mr. Charles Blaxland for the alteration of the boundaries of Reserve No. 22, in the County of Brisbane.

"MR. Blaxland's statement is quite correct; the reserve cuts unnecessarily into his paddock, which is a large one,—I believe about 25 miles round. I recommend that Reserve 22, County of Brisbane, be cancelled, and another reserve proclaimed, as shown on the accompanying tracing.* The dry creek forming the western boundary of Reserve No. 22 is not correctly laid down on the map; it joins the Merriwa Rivulet below the south-western corner of Windham's 2,560 acres, and therefore the description is incorrect. The country included in the proposed reserve is superior to that in Reserve 22, and there is a spring on it which is not included in existing reserve."

THOMAS EVANS.

August 29th, 1872.—No. 72-77.

MR. DISTRICT SURVEYOR EVANS TO THE SURVEYOR GENERAL.

Maitland, 14 September, 1872.

SIR,

In reference to instructions of July 19, No. 72-102, respecting reserves on the road between Jerry's Plains and Merriwa, I have the honor to enclose a tracing† showing the position of certain reserves on and near that line of road. The reserve 5 on the north side of the river Hunter to the west of J. and G. Blaxland's 1,020 acres, edged red, is that to which Mr. W. C. Brown, M.L.A., alluded to when he asked the question in the Legislative Assembly,—“Is there a Village Reserve fenced in and occupied by Mr. White at Saddler's Creek, near the main road from Merriwa to Jerry's Plain?” I have seen Mr. White, and he states that he leases the reserve in question. This reserve is part of a large paddock enclosed by Mr. White, part being freehold and part leasehold. It is one and a half mile from the main road, but there is a road one chain wide marked on both sides, leading from the north-eastern corner of the reserve to the main road, which is accessible for cattle or sheep, and could, should it be required, be made passable for wheel traffic at a small expenditure.

On the south side of the river, opposite Blaxland's 1,020 acres, is a reserve (5), also enclosed, and said to be leased by Mr. White. This reserve is accessible from the Saddler's Creek reserve when the Hunter is low. Both of these reserves should be reserved from lease, as this is the only possible turn-out between Denman and Jerry's Plains, a distance of about sixteen miles, and although off the road, the most suitable place between Wybong Creek and Jerry's Plains, a further distance of seven miles.

To open these reserves to the public it will be necessary that Mr. White's fence, at the northern extremity of the road leading from the main road to Saddler's Creek, V.R., dividing portions 80 and 32, parish of Althorp, County Durham, should be removed, and to do this throws open the whole of the paddock, which is a very large one. I have spoken to several drovers on the road, and they say they would be satisfied with a slip-panel or gate at this place, so that they might have access for their cattle to the reserve, and I think this course would not inconvenience Mr. White so much as if the fence was taken down, and the paddock thereby thrown open, in which case, to secure it, Mr. White would be compelled to fence off the reserve, and the road leading to it, at considerable cost.

By a green tint I have shown the position of a reserve at the confluence of the Goulburn and Hunter Rivers, which is included in a paddock of Mr. White's. There is not any road to give access to this reserve. By a green edging I have shown the position of a vacant portion of Crown Land on the south side of the road from Denman to Jerry's Plains, which I suggest be reserved from sale (not lease). If Mr. White thought it better for him to fence off the Saddler's Creek Reserve, the propriety of effecting a temporary exchange with him for the portions lying to the west of the road leading to Saddler's Creek Reserve could then be considered. This would secure a better access to the reserve.

I have, &c.,

THOMAS EVANS,
District Surveyor.

It is recommended that the withdrawals from lease and reservations proposed by Mr. District Surveyor Evans be carried out.—R. A. FITZGERALD, for Sur. Gen., 18 Octr., 1872.
Approved.—J.S.F., 31/10/72.

MR. DISTRICT SURVEYOR EVANS TO THE SURVEYOR GENERAL.

Maitland, 14 September, 1872.

SIR,

In reference to your instructions of July 19th, No. 72/102, I have the honor to report respecting the reserves on the road from Jerry's Plains to Breeza, within the County Brisbane.

Reserve No. 24.—I have re-marked the northern boundary from the Wybong Creek to the north-eastern corner of the conditional purchase. On the south boundary of J. Pike's (now Mrs. Merry's) 1,110 acres, further west, the country is extremely broken, and inaccessible for stock. Mrs. Merry states that she rents this reserve; she has placed a fence along the south side of the road from Wybong Creek, for about 35 chains, terminating in the hills, which are here inaccessible for cattle. There is also a fence from a point on the Wybong Creek, about 15 chains from the Goulburn River, which prevents stock crossing the Goulburn, and makes a secure paddock of the eastern part of the reserve, the western portion being altogether valueless and inaccessible.

Reserve No. 25.—East of Gungal Creek: The south boundary is sufficiently marked by Mrs. M'Kenzie's conditional purchase; east of that land the hills are inaccessible for cattle. West of Gungal Creek: I have marked a line commencing at 10 chains south from the north-western corner of Joseph Forster's conditional purchase, 40 acres, No. 62, west, to the mountain, a distance of half a mile. I recommend

recommend an extension to this reserve by an alteration in the northern boundary between Gungal and Giant's Creeks, so that the north boundary shall be a line east from the south-eastern corner of James Pepperdy's 50 acres to Saunders' conditional purchase, 40 acres, No. 45, thence south to the south-western corner of that land, thence east to Giant's Creek. The object of this extension is, that as at present proclaimed, no access between the two creeks, they being divided by a steep precipitous range, inaccessible for stock; but, by the alteration recommended, a gap suitable for the passage of stock, and for a roadway, is included in the reserve. Mr. James Pepperdy states that he rents this reserve. There are no fences on it.

Reserve No. 23.—Marked the eastern boundary from the south-eastern corner, northerly, about 1½ mile, to the mountain.

Reserve No. 22.—Mr. C. Blaxland has made an application respecting this reserve, which I have reported on. See my B.C., August 29th, 72/77 (72-4,561 Misc.)

Reserve No. 21.—I have marked the north, east, and south boundaries. This reserve is open to the public.

Reserve No. 11.—Marked the west and south boundaries. I recommend an extension to this reserve, to include the land south of portion 3-18 and west of existing reserve. There are no enclosures on this reserve.

Reserve No. 20.—Marked the south, west, and north boundaries. If there are any of the measured portions lying to the south of this reserve, and fronting Coulston's Creek, yet unsold, it would be well to extend the reserve, so as to include such portions, as at present marked. This reserve is destitute of water; no inclosures.

Reserve No. 19.—Commencing at the foot of Liverpool Range, on the northern boundary of W. C. Wentworth's 640 acres (western portion). I have marked easterly and southerly to the south-eastern corner of such 640 acres, thence easterly 1 mile to the south-west corner of W. C. Wentworth's 640 acres (eastern portion), thence northerly and easterly to the north-east corner of such 640 acres, thence southerly to the road. It is not necessary to mark the eastern boundary of this reserve, because there is an almost impassable range which divides the waters of Coulston's and Wybong Creeks within it, which forms a natural boundary on that side. On this reserve is a sheep-station, belonging to Mr. B. Bettington: the hut is only bark, and the yard made of boughs; both of little value. Unless in a very good season, there never will be much grass on any of these reserves, because the adjoining owners will take care to feed them down. The only way to remedy such a state of things would be to lease the different reserves with fixed charges for stock, as you would lease a toll-gate or ferry; but to attempt anything of the kind at present would be premature.

I have, &c.,
THOMAS EVANS,
District Surveyor.

It is recommended that the alterations in the Co. Reserves proposed by Mr. D.S. Evans should be carried out.—R. A. FITZGERALD, for Sur. Genl., 18 Octr., 1872.

Approved.—J.S.F., 31/10/72.

MR. DISTRICT SURVEYOR EVANS TO THE SURVEYOR GENERAL.

Maitland, 14 September, 1872.

SIR,

In reference to instructions of July 19th, No. 72-102, respecting reserves on the droving road from Breeza to Jerry's Plains, I have the honor to enclose a tracing* showing the position of Reserve No. 454, in the Liverpool Plains District, County of Buckland, part of which has been enclosed by Mr. James Seville. * Separate Appendix C.

This is the reserve to which Mr. W. C. Browne, M.L.A., alluded to, when he asked the question in the Legislative Assembly,—“1st. Whether a person named Seville occupies a water-reserve situated at the foot of Liverpool Range, near the road leading from Merriwa to Breeza? And, 2nd. Is he aware that Seville levies a charge upon all travelling stock that are obliged to procure water there?”

In answer to the first question, I have to state that Mr. Seville does occupy this reserve, and has fenced off the water from the main road; he has also erected a wool-shed (nearly new), hut, shed, and sheep-yard, on the reserve; and partly on it and partly on his own land are yards, all represented on the tracing. These improvements are worth not less than £300.

In answer to the second question, I have to state that Mr. Seville does make a charge for travelling stock; the place where they are watered, however, is on his own land. The only water on the reserve is in Jindon's Creek (Jones' Creek being generally dry), which is cut off the road by the fence. I have marked the western boundary of this reserve, and the parts of the northern and southern boundaries west of Seville's 320 acres, and of portion 18. I have also re-marked the frontage corners, and on the fences, the position of Seville's southern boundary. Mr. Seville explained to me that he had applied to purchase, in virtue of improvements, part of this reserve. This application should not be granted, because the part he desires to purchase contains the only water on the reserve.

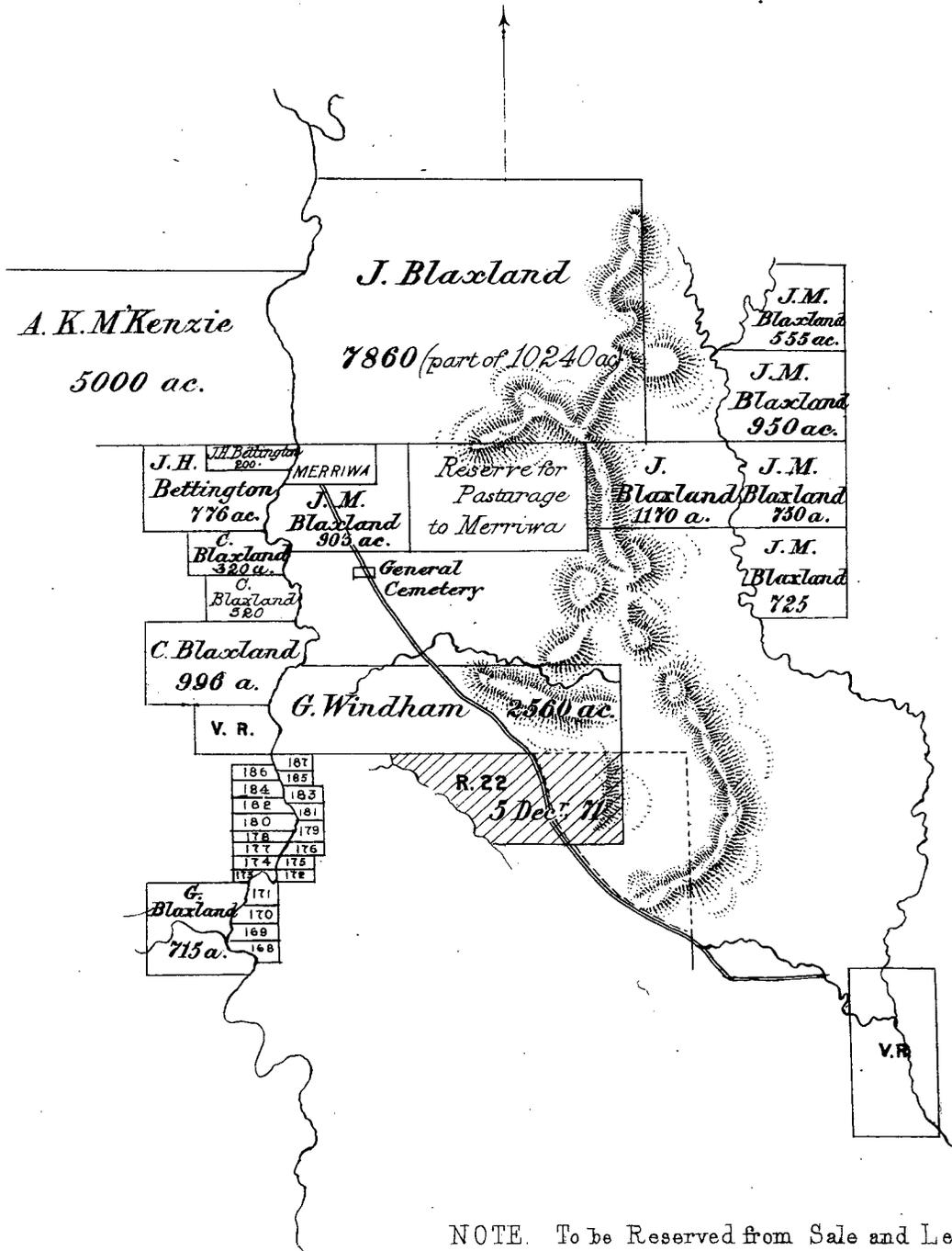
I have, &c.,
THOMAS EVANS,
District Surveyor.

[Three plans.]

SEPARATE APPENDIX A.

TRACING showing by a green tint Reserve No. 22, in the County of Brisbane, objected to by Mr. Charles Blaxland, being partly within his paddock, and now recommended to be cancelled; and by a green edging, the land which it is recommended may be reserved in place of it.

Scale—2 miles to an inch.



NOTE. To be Reserved from Sale and Lease.

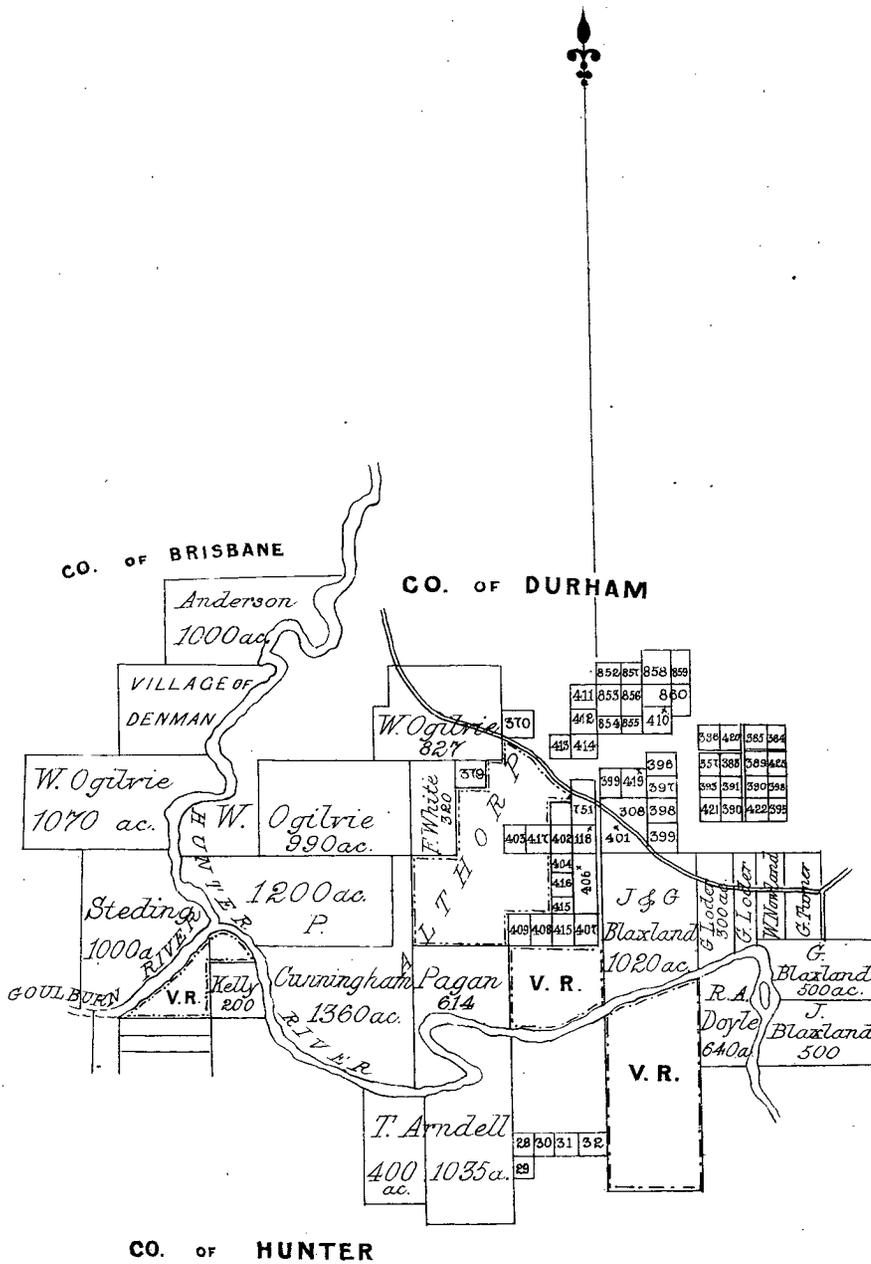
With B. C. August 29th, 1877.

(Sd) Thomas Evans.

NOTE. The part tinted green on original Plan is shown thus

“ edged “ “ “ “

(Sig. 70)



With my Letter of Sep^r 14th, 1872.
 N^o 72/88 (S^d) Thomas Evans.

NOTE.— The parts edged red on original Plan are shown by lines thus ————
 " green " " " ————

(Sig. 70)

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CONDITIONAL PURCHASES.

(BY H. B. AND B. W. ADAMS, AT NARRANDERA—CANCELLATION OF.)

Ordered by the Legislative Assembly to be printed, 29 November, 1872.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 26th November, 1872, That there be laid on the Table of this House,—

“ Copies of all Correspondence and other documents having reference to
 “ the cancellation, by Government, of the conditional purchases made by
 “ Henry B. Adams and Benjamin W. Adams, at Narrandera, Wagga Wagga,
 “ on the 14th of last December.”

*(Mr. Macleay.)***SCHEDULE.**

NO.	PAGE.
1. Application of Mr. H. B. Adams, for the conditional purchase without competition of 112 acres of land, situated at Narrandera, with minutes thereon. 14 December, 1871	2
2. Application of Mr. B. W. Adams, for the conditional purchase without competition of 86 acres 1 rood, being portions Nos. 74 and 75, parish of Narrandera, with the minutes thereon. 14 December, 1871	2
3. Licensed-Surveyor Commins to Surveyor General, respecting above applications, cancelled as within the reserve on account of population. 15 August, 1872	3
4. Under Secretary for Lands to Mr. H. B. Adams, informing him that his application for the conditional purchase of 112 acres had been cancelled. 17 August, 1872	3
5. The same to Mr. B. W. Adams, informing him that his application for the conditional purchase of 86 and $\frac{1}{4}$ acres had been cancelled. 17 August, 1872	3
6. Mr. H. D. Adams to Minister for Lands, in reply to Nos. 4 and 5, with minutes thereon. 26 August, 1872	3
7. Same to Minister for Lands, with reference to the proposed ejectment of his sons, H. B. and B. W. Adams, from their conditional purchases, at Little Plains, near Narrandera, with minutes thereon. 1 October, 1872	4
8. Under Secretary for Lands to Mr. H. D. Adams, in reply to No. 6. 15 October, 1872	4
9. Registrar General to Under Secretary for Lands on same subject, enclosing list of population of the Village of Narrandera, as taken at the Census of 1871. 25 November, 1872	4

CONDITIONAL PURCHASES.

No. 1.

APPLICATION OF MR. H. B. ADAMS FOR CONDITIONAL PURCHASE, &c.

Cancelled, 12
Aug., 1872.

C.P., No. 71/4,520. Land Agent's No., 160 of 1871. [Alienation Act, section 13.]
APPLICATION for the conditional purchase without competition of 112 acres unimproved Crown Land,
under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £28, this 14th day of December, 1871, at 12 o'clock.

EDWIN H. TOMPSON,
Agent for the Sale of Crown Lands at Wagga Wagga.

14 December, 1871.

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 112 acres; and I herewith tender the sum of £28, being a deposit at the rate of five shillings (5s.) per acre on the area for which I apply, and on which it is my intention to reside.

I am, &c.,
HENRY BRADLEY ADAMS.
(A minor, aged 6 years.)
By his Agent, HENRY D. ADAMS,
Narrandera.

To the Agent for the Sale of Crown Lands
at Wagga Wagga.

Description:—County of Cooper, parish of Narrandera, 112 acres of land situated at Narrandera, on the east side of No. 75, and bounded by lines according to the Land Act to include the area.

Mr. Commins, to measure if unobjectionable—B.C., 29 Dec., 1871; noted, 29/12/71; (No. 157.)
The land is within the population reserve. I was not aware that there was such a reserve at Narrandera, but I now find there is on account of population according to the Census taken last year.—
GEORGE W. COMMINS, Licensed Surveyor, 29 June, 1872.

For cancellation; the land herein applied for comes within the population reserve of Narrandera—
Census of 1871.—P.A., 12 July.

Approved.—J.S.F., 1/8/72.

H. B. Adams, with refund form, and Agent informed.—17 Aug., 1872.

No. 2.

APPLICATION OF MR. B. W. ADAMS FOR CONDITIONAL PURCHASE, &c.

Cancelled, 12
Aug., 1872.

C.P., No. 71/4519. Land Agent's No., 159 of 1871. [Alienation Act, section 13.]
APPLICATION for the conditional purchase without competition of 86 acres 1 rood unimproved Crown
Land, under section 13 of the Lands Alienation Act of 1861.

Received by me, with a deposit of £21 11s. 3d., this 14th day of December, 1871, at 12 o'clock.

EDWIN H. TOMPSON,
Agent for the Sale of Crown Lands at Wagga Wagga.

14 December, 1871.

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 86 acres 1 rood; and I herewith tender the sum of £21 11s. 3d., being a deposit at the rate of five shillings (5s.) per acre on the area for which I apply, and on which it is my intention to reside.

I am, &c.,
BENJAMIN WATMORE ADAMS.
By his Agent, HENRY D. ADAMS,
Narrandera.

To the Agent for the Sale of Crown Lands
at Wagga Wagga.

Description:—County of Cooper, parish of Narrandera, 86 acres 1 rood, being measured portions
Nos. 74 and 75 of 44 acres 2 roods and 41 acres 3 roods.

Mr.

3

Mr. Commins, to report on residence.—J.S.A., B.C., 29 Dec., 1871; noted, 29/12/71; (No. 158).

The land is within the population reserve. I was not aware that there was such a reserve at Narrandera, but I now find there is on account of the population, according to the Census taken last year. I believe the applicant is residing but I have not been on the ground.—GEORGE W. COMMINS, Licensed Surveyor, 29 June, 1872.

For cancellation; the land herein applied for comes within the population reserve of Narrandera—Census of 1871.—W.A.T., J.S.A.

Approved.—J.S.F., 1/8/72.

B. W. Adams, with refund form, and Agent informed.—17 Aug., 1872.

No. 3.

MR. LICENSED-SURVEYOR COMMINS TO THE SURVEYOR GENERAL.

Wagga Wagga,
15 August, 1872.

SIR,

With reference to the conditional purchases of H. B. Adams and B. W. Adams, in the parish of Narrandera, county of Cooper, which have been cancelled, owing to their being within the reserve, on account of population, at Narrandera, I have the honor to inform you that after inquiry I am of opinion that there are not 100 inhabitants in the town of Narrandera; therefore there should not be a population reserve at that place.

Mr. Adams has expended a great deal of money on his conditional purchases, and I respectfully suggest inquiry should be made as to whether there are 100 persons in Narrandera or not.

I believe Mr. Futter, Crown Lands Commissioner, is in a position to report on the subject.

I have, &c.,
GEORGE W. COMMINS.

No. 4.

THE UNDER SECRETARY FOR LANDS TO MR. HENRY B. ADAMS.

Department of Lands,
Sydney, 17 August, 1872.

SIR,

I am directed to inform you, that the application made by you at Wagga Wagga, on the 14th December last, for the conditional purchase of 112 acres of land, has been cancelled, as the land applied for is situated within the population reserve of Narrandera.

2. Enclosed is a form which, on being filled up and forwarded to the Treasury, signed by you, together with your deposit-receipt, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,
WM. BLACKMAN,
For the Under Secretary.

No. 5.

THE UNDER SECRETARY FOR LANDS TO MR. BENJAMIN W. ADAMS.

Department of Lands,
Sydney, 17 August, 1872.

SIR,

I am directed to inform you, that the application made by you at Wagga Wagga, on the 14th December last, for the conditional purchase of 86½ acres of land, has been cancelled, as the land applied for is situated within the population reserve of Narrandera.

2. Enclosed is a form which, on being filled up and forwarded to the Treasury, signed by you, together with your deposit receipt, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,
WM. BLACKMAN,
For the Under Secretary.

No. 6.

MR. H. D. ADAMS TO THE SECRETARY FOR LANDS.

Narrandera, 26 August, 1872.

SIR,

I have the honor to acknowledge the receipt of your letters, under date 17th instant, informing my sons, Benjamin W. Adams and Henry Bradley Adams, that their conditional purchases of the 14th December last are cancelled, as being within the population reserve of Narrandera.

In reply, I have the honor to state that the conditional purchases were made under the authority of information afforded me by Mr. Surveyor Commins, a copy of whose letter I attach. That there are five conditionally-purchased areas nearer to the town boundary than those occupied by my sons; that the population within the town boundary of Narrandera amounts only to fifty-five souls of all ages; and that an

an amount of £300 has already been expended in improvements on my sons' land, without reference to growing crops. Should the Government persist in what I cannot but call an act of spoliation, my only resource will be to bring the matter under the notice of Parliament, through the Member for this district, W. Macleay, Esq. I trust, however, that the sense of justice of the Government will induce them to reconsider their course of action.

I have, &c.,
HENRY D. ADAMS.

By the county map, in office use, the c.p.'s referred to were made in 1862 by Jackson, and in 1865 by Hilton.—T.H.L., 26 September, 1872.

This is a case in which the c.p.'s should not be allowed.—W.B., 20/9/72.

Approved.—J.S.F., 30/9/72.

H. D. Adams informed, October, 1872.

No. 7.

MR. H. D. ADAMS TO THE SECRETARY FOR LANDS.

Little Plain, near Narrandera,
1 October, 1872.

SIR,

On 26th August I addressed a letter to you with reference to the proposed ejection of my sons, Henry Bradley Adams and Benjamin Watmore Adams, from their conditional purchases at Little Plain, near Narrandera, on the plea that such purchases are within the population reserve of Narrandera, and informing you that the population of the township amounts only to fifty-five souls, according to the last Census.

I beg respectfully again to draw your attention to the subject, and to request an early answer as to the decision of the Government in the matter.

I have, &c.,
HENRY D. ADAMS.

To be referred to Mr. Wise to ascertain the correctness of the Census.—J.S.F., 25/11/72.

It will be seen on reference to the enclosed papers that the correctness of the return of the number of inhabitants at Narrandera for 1871 is denied both by Mr. Adams and the licensed-surveyor; indeed, the latter is of opinion that there are not 100 inhabitants, and consequently, that there ought not to be any population reserve there at all.—W.B.

The Registrar General.—W.B. (for the U.S.), B.C., 25 November, 1872.

These papers were returned to the Under Secretary for Lands on the 25th November, with an explanatory letter from this department.—G. F. WISE, Census Office, 27/11/72.

The U.S. for Lands.

No. 8.

THE UNDER SECRETARY FOR LANDS TO MR. H. D. ADAMS.

Department of Lands,
Sydney, 15 October, 1872.

SIR,

With reference to your letter of 26th August last, respecting the cancellation of the conditional purchases made by your sons, Henry B. Adams and Benjamin W. Adams, at Wagga Wagga, on the 14th December last, I am directed to inform you that as the portions in question, according to the Census of 1871, are situated within the population-boundary of Narrandera, the conditional purchases alluded to cannot be allowed.

I have, &c.,
W. W. STEPHEN.

No. 9.

THE REGISTRAR GENERAL TO THE UNDER SECRETARY FOR LANDS.

Registrar General's Department,
(Census of 1871)
Sydney, 25 November, 1872.

SIR,

I have the honor to return herewith, papers referring to the proposed ejection of Messrs. Adams from their conditional purchases at Little Plains, forwarded to me with a request that the correctness of the return of the population of the Village of Narrandera, as taken at the last Census, might be ascertained.

I beg to inform you, that on examination of the Census schedules it is apparent to me that the numbers given in the Census returns are quite correct, the population of the Village of Narrandera consisting chiefly of hotel-keepers and tradesmen, a list of whom is herewith enclosed.

Mr. District-Surveyor Commins appears to be of opinion that there were not 100 inhabitants on the 15th August, 1872, which would show a decrease of population since the taking of the Census.

Mr. Henry D. Adams was actually the collector employed in the Narrandera District, and his signature appears on the schedules accordingly.

I have, &c.,
E. G. WARD,
Registrar General.

[Enclosure

[Enclosure in No. 9.]

POPULATION of the Village of Narrandera, on the 2nd April, 1871, as shown by the Census returns :—

Householder.		No. of persons sleeping on the premises.
H. R. Lebatt	Resident-engineer	2
Hannah M'Intyre	Domestic duties	6
F. Gregory	House-carpenter	3
W. H. Woollett	Butcher	9
T. Foley	Constable	5
S. Payne	Butcher	4
F. J. Savage	No occupation	6
Max Monash	Storekeeper	6
J. King	Blacksmith	7
J. Stratfull	Hotelkeeper	6
J. Hilton	Gardener	4
M. A. Ballard	No occupation	4
H. J. Phillips	Hotelkeeper	13
G. Robson	Domestic servant	9
R. Davis	Labourer	4
J. Turner	Bootmaker	9
E. Andrew	Contractor	8
G. H. Flood	Hotelkeeper	12
B. Bradley	Do.	14
B. Watson	Carpenter	1
S. Grice	Baker	5
Ah Wye	Gardener	5
Total		142

Census Office,
25 November, 1872.

Sydney: Thomas Richards, Government Printer.—1872.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TIMBER RESERVES.

(REPORT ON—IN CLARENCE, RICHMOND, AND TWEED RIVER DISTRICTS.)

Ordered by the Legislative Assembly to be printed, 10 December, 1872.

THE DIRECTOR OF THE BOTANIC GARDENS to THE UNDER SECRETARY FOR LANDS.

Botanic Gardens,
Sydney, 25 April, 1872.

SIR,

In accordance with the instructions of the Honorable the Secretary for Lands, I detached from this establishment, in the beginning of December last, my assistant, Mr. William Carron, to accompany the Government Surveyors in the Northern Districts of this Colony, for the purpose of selecting certain portions of country suitable as Forest Reserves. Twenty such selections have, in consequence, been made, viz., eleven in the Clarence and New England Districts, five in the Richmond River District, and four in the Tweed River District. Of these, five have already been reported on by Mr. Carron; and I now enclose, for Mr. Secretary Wilson's information, his reports on all the others. In choosing country for these reserves, I directed Mr. Carron to make selections in such localities as afforded the greatest number and variety of trees, and it will be observed from the lists of the trees, given as growing in each reserve, that my instructions have been carefully attended to. Should the Government finally approve of these reserves, it will be the means of preserving from total destruction many of the finest and most beautiful of our native trees. The-red cedar, *e.g.*, once so abundant from Illawarra to the northern extremity of this Colony, is now nearly all cut down, and it is a matter of much regret that even the young trees of this most valuable plant are now being felled for the timber. I would venture to suggest that similar reserves to these should be made, as far as practicable, on the Bellinger, the Nambuccra, the Macleay, the Hastings, and the Manning, otherwise the natural forest vegetation will soon entirely disappear.

I have, &c.,
CHARLES MOORE.

THE BOTANICAL COLLECTOR to THE DIRECTOR OF THE BOTANIC GARDENS, SYDNEY.

SIR,

I have the honor to report that the following fifteen reserves have been examined by me in conjunction with Mr. Donaldson, the District Surveyor, and on one other proposed reserve, situated on the head waters of the Clarence River, in New England; the timber trees are noted, but the exact boundaries have yet to be defined by the District Surveyor.

A list of the prevailing trees on each reserve is appended, and numbered from six to twenty in continuation of my report to the Honorable the Secretary for Lands on reserves numbered one to five, forwarded on the 28th December last.

Number six is a reserve containing about twenty-five square miles, situated at Coalbrook, on the road from Grafton to Tabulam, consisting of ridges and flats, well covered with a good quantity of timber of several kinds, chiefly hardwood.

The iron-bark, spotted-gum, and bastard-box are very fine, as well as some of the white tea-tree and forest-oak. This is the nearest hardwood reserve to North Grafton, where the supply of good timber is becoming very scarce.

(No. 6.)

LIST OF TIMBER TREES ON RESERVE NO. 6.

<i>Eucalyptus siderophloia</i>	iron-bark
„ <i>maculata</i>	spotted-gum
„ <i>saligna</i>	grey-gum
„ <i>tereticornis</i>	bastard-box
<i>Angophora subvelutina</i>	apple-tree
<i>Tristania neriifolia</i>	water-gum
<i>Banksia integrifolia</i>	honeysuckle
<i>Acacia Cunninghamii</i>	bastard-myall
<i>Melaleuca leucadendron</i>	white tea-tree
<i>Cargillia pentamera</i>	black-myrtle
<i>Orites excelsa</i>	
<i>Eugenia myrtifolia</i>	brush-cherry
<i>Casuarina tenuissima</i>	forest-oak

(No. 7.)

Number seven is a reserve situated at Mount Neville, near the road to Tabulam, and contains about 40 square miles, generally well covered with a great variety of timber of good quality; and a great deal of useful timber is growing near the reserve, which will furnish a large supply for some time.

The iron-bark, stringy-bark, and grey-gum amongst the hardwoods, and schizomeria ovata or "light-wood" in the brush timbers are very good.

LIST OF TIMBER TREES ON RESERVE No. 7.

<i>Angophora subvelutina</i>	apple-tree
<i>Callistemon saligna</i>	broad-leafed tea-tree
<i>Eucalyptus stellulata</i>	white-gum
" <i>siderophloia</i>	iron-bark
" <i>crebra</i>	white narrow-leafed iron-bark
" <i>amygdalina</i>	stringy-bark
" <i>robusta</i>	mahogany
<i>Melaleuca pauciflora</i>	tea-tree
<i>Tristania suaveolens</i>	swamp-mahogany
" <i>neriifolia</i>	water-gum
<i>Acacia Cunninghamii</i>	bastard-myall
" <i>glaucescens</i>	"
<i>Banksia integrifolia</i>	honeysuckle
<i>Trochocarpa laurina</i>	
<i>Schizomeria ovata</i>	light-wood
<i>Grevillea robusta</i>	silky-oak
<i>Hemicycelia sepiaria</i>	
<i>Eugenia Ventenatii</i>	large-leafed water-gum
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Bradleya australis</i>	
<i>Alphitonia excelsa</i>	
<i>Achras australis</i>	black-apple

(No. 8.)

Number eight is a reserve of about forty-nine square miles, situated at Timbara, and consists principally of hardwoods. It contains a great deal of good timber; although not large, it appears generally sound.

The iron-bark, stringy-bark, and spotted-gum are many of them fine specimens, with straight round bolls of great height and a fair size.

LIST OF TIMBER TREES ON RESERVE No. 8.

<i>Eucalyptus robusta</i>	mahogany
" <i>resinifera</i>	red-mahogany
" <i>amygdalina</i>	stringy-bark
" <i>siderophloia</i>	iron-bark
" <i>maculata</i>	spotted-gum
" <i>rostrata</i>	flooded-gum
" <i>crebra</i>	white narrow-leafed iron-bark
<i>Callistemon saligna</i>	broad-leafed tea-tree
<i>Angophora intermedia</i>	apple-tree
<i>Melaleuca styphelioides</i>	prickly-leafed tea-tree
" <i>leucadendron</i>	white tea-tree
<i>Syncarpia laurifolia</i>	turpentine-tree
<i>Tristania neriifolia</i>	water-gum
" <i>suaveolens</i>	swamp-mahogany
<i>Acacia Cunninghamii</i>	bastard-myall
" <i>decurrens</i>	green-wattle
<i>Banksia integrifolia</i>	honeysuckle
<i>Casuarina tenuissima</i>	forest-oak
" <i>quadrialvis</i>	swamp-oak

(No. 9.)

Number nine is a well situated hardwood reserve, containing about twenty-five square miles, near Lawrence, at no great distance from the Clarence River, and easily accessible from different localities where timber is likely to be required. It contains some excellent blue-gum, bastard-box, and iron-bark, as well as several other kinds.

LIST OF TIMBER TREES ON RESERVE No. 9.

<i>Eucalyptus siderophloia</i>	iron-bark
" <i>amygdalina</i>	stringy-bark
" <i>botryoides</i>	blue-gum
" <i>saligna</i>	grey-gum
" <i>tereticornis</i>	bastard-box
" <i>stellulata</i>	white-gum

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LIST OF TIMBER TREES ON RESERVE No. 9—*continued*.

<i>Acacia Cunninghamii</i>	bastard-myall
<i>Banksia integrifolia</i>	honeysuckle
„ <i>serrata</i>	honeysuckle
<i>Tristania neriifolia</i>	water-gum
„ <i>conferta</i>	white-box or brush-box
<i>Callistemon saligna</i>	broad-leaved tea-tree
<i>Melaleuca styphelioides</i>	prickly-leaved tea-tree
„ <i>leucadendron</i>	white tea-tree
<i>Syncarpia laurifolia</i>	turpentine-tree
<i>Casuarina tenuissima</i>	forest-oak
„ <i>quadrivalvis</i>	swamp-oak

(No. 10.)

Number ten is a large reserve, containing about one hundred and twenty-five square miles, situated at Shannon Brook, near Wyon, and contains a great deal of excellent timber, of so many varieties that it is likely to prove valuable.

Much of the timber is of first-rate quality, particularly the iron-bark, stringy-bark, black-butt, and grey-box amongst the hardwoods; and pine, silky-oak, and yellow-wood amongst the brush timbers. The cypress-pine is plentiful on the ranges, and broad-leaved tea-tree, of large size, are very abundant on the moist flats.

LIST OF TIMBER TREES ON RESERVE No. 10.

<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Frenela columellaris</i>	cypress-pine
<i>Grevillea robusta</i>	silky-oak
<i>Stenocarpus saligna</i>	beef-wood
<i>Achras australis</i>	black-apple
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Eugenia myrtifolia</i>	brush-cherry
<i>Acacia glaucescens</i>	bastard-myall
„ <i>Cunninghamii</i>	bastard-myall
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Banksia integrifolia</i>	honeysuckle
<i>Casuarina tenuissima</i>	forest-oak
„ <i>quadrivalvis</i>	swamp-oak
<i>Tristania conferta</i>	white or bastard-box
„ <i>neriifolia</i>	water-gum
<i>Melaleuca leucadendron</i>	white tea-tree
<i>Callistemon saligna</i>	broad-leaved tea-tree
<i>Eucalyptus siderophloia</i>	iron-bark
„ <i>amygdalina</i>	stringy-bark
„ <i>resinifera</i>	red-gum
„ <i>maculata</i>	spotted-gum
„ <i>botryoides</i>	blue-gum
„ <i>pilularis</i>	black-butt
„ <i>rostrata</i>	flooded-gum
„ <i>crebra</i>	white narrow-leaved iron-bark
„ <i>saligna</i>	grey-box

(No. 11.)

Number eleven is a smaller reserve, containing two thousand five hundred and sixty acres, well situated at a short distance from Casino, and contains a very large variety of fine timber, consisting of between thirty and forty species of brush timbers and hardwood. Amongst the former the *Araucaria Cunninghamii* (pine), *Ceratopetalum apetalum* (coach-wood), and *Daphnandra micrantha* (light yellow-wood), are especially fine; and some capital grey-gum, flooded-gum, and grey-box, are amongst the hardwoods.

LIST OF TIMBER TREES ON RESERVE No. 11.

<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Stenocarpus saligna</i>	
<i>Grevillea robusta</i>	silky-oak
<i>Helicia glabriflora</i>	
<i>Orites excelsa</i>	
<i>Alphitonia excelsa</i>	
<i>Endiandra virens</i>	
<i>Tetranthera species?</i>	
<i>Podocarpus spinulosus</i>	white-pine
<i>Achras australis</i>	black-apple
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Eugenia Ventenatii</i>	large-leaved water-gum
<i>Baloghia lucida</i>	brush blood-wood
<i>Anopteris Macleayanus</i>	

LIST

LIST OF TIMBER TREES ON RESERVE NO. 11—*continued*.

<i>Epicarpurus orientalis</i>	elm
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Schizomeria ovata</i>	lightwood
<i>Harpullia Hillii</i>	
<i>Sterculia acerifolia</i>	flame-tree
" <i>lurida</i>	sycamore
<i>Tarrietia actinodendron</i>	stave-wood
" <i>argyrodendron</i>	iron-wood or byong
<i>Melicope australasica</i>	
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Gmelina Leichhardtii</i>	white-beech
<i>Acacia Cunninghamii</i>	bastard-myall
<i>Casuarina tenuissima</i>	forest-oak
" <i>quadrivalvis</i>	swamp-oak
<i>Angophora subvelutina</i>	apple-tree
<i>Eucalyptus stellulata</i>	white-gum
" <i>siderophloia</i>	iron-bark
" <i>amygdalina</i>	stringy-bark
" <i>rostrata</i>	flooded-gum
" <i>resinifera</i>	red-gum
" <i>robusta</i>	mahogany

(No. 12.)

Number 12 is a large reserve, containing eighty-eight square miles, situated on the Macpherson Range and the northern side of Mount Warning, at the head of the Tweed River, and probably contains a greater variety of timber trees than are to be found on the same area in any part of New South Wales.

Several species of tropical trees are to be found here which do not extend further south.

The large cedar has been nearly all cut, but there are a great many trees of small size which will prove valuable in a few years. The trees of *Flindersia Greavesii* (bolboro), *Sloanea australis* (maiden's-blush), *Geissois*, and *Eugenia* are especially fine and numerous.

The great quantity of first-rate timber on this reserve renders it very valuable; for not only are the brush timbers fine, but large, tall, and sound trees of several species of *Eucalyptus* are abundant.

This reserve contains about seventy species of timber trees.

The area of this reserve is large, but it can easily be reduced at some future time if necessary; but so much of the best timber has been cleared away during the last few years on the Tweed River, that I would strongly recommend this reserve should remain as it is for some years, when the cedar, which is now becoming so scarce, would prove of great value.

LIST OF TIMBER TREES ON RESERVE NO. 12.

<i>Cedrela Toona</i>	red-cedar
<i>Eugenia Jambolana</i>	durobbi
" <i>Ventenatii</i>	broad-leaved water-gum
" <i>species?</i>	coolmin
" <i>myrtifolia</i>	brush-cherry
<i>Echinocarpus australis</i>	
<i>Sloanea</i> "	maiden's-blush
<i>Schizomeria ovata</i>	lightwood
<i>Geissois Benthamii</i>	
Genus?	marara
<i>Epicarpurus orientalis</i>	elm
<i>Tarrietia Carronii</i>	iron-wood
" <i>argyrodendron</i>	iron-wood or byong
" <i>actinodendron</i>	stave-wood
<i>Sersalisia sericea</i>	
" <i>galactoxylon</i>	
<i>Cupania semiglauca</i>	
<i>Trochocarpa laurina</i>	
<i>Flindersia australis</i>	cudgerie
" <i>Greavesii</i>	bolboro
" <i>Oxleyana</i>	yellow-wood
<i>Memecylon species?</i>	brush-cherry
<i>Pittosporum rhombifolium</i>	
<i>Hymenosporum flavum</i>	
<i>Endiandra virens</i>	
" <i>species</i>	red-wood
<i>Cryptocarya obovata</i>	sycamore
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Cupania xylocarpa</i>	
<i>Stenocarpus sinuatus</i>	
" <i>salignus</i>	beef-wood
<i>Podocarpus spinulosus</i>	white-pine
<i>Dysoxylon Fraseranum</i>	rose-wood
" <i>Muellerii</i>	pencil-cedar
<i>Pentaceras australis</i>	
<i>Harpullia Hillii</i>	
" <i>pendula</i>	tulip-wood

LIST OF TIMBER TREES ON RESERVE No. 12—*continued.*

Ackama Muellerii	
Daphnandra micrantha	light yellow-wood
Cargillia pentamera	black-myrtle
Scolopia Brownii	
Ceratopetalum apetalum	
Rhodamnia trinervia	
Melicope australasica	
Quintinia Sieberii	
Achras australis	black-apple
Sterculia luridum	sycamore
" acerifolia	flame-tree
Myrtus acmenoides	hickory
Nephelium tomentosum	
Orites excelsa	
Helicia glabriflora	
Anopteris Macleayanus	
Olea paniculata	marble-wood
Araucaria Cunninghamii	Moreton Bay pine
Baloghia lucida	brush blood-wood
Castanospermum australe	Moreton Bay chestnut or bean-tree
Cryptocarya glaucescens	white sycamore
Doryphora sassafras	sassafras
Emmenospermum alphi- tonioides	
Elæocarpus grandis	blue-fig
Eucalyptus saligna	grey-box
" species	brush stringy-bark
" crebra	narrow-leaved ironbark
Tristania conferta	brush, bastard, or white-box
Casuarina tenuissima	forest-oak
" quadrivalvis	swamp-oak
Grevillea robusta	silky-oak
Banksia integrifolia	honeysuckle

(No. 13.)

Number thirteen is a well situated reserve, containing about thirty-five square miles, on the south arm of the Tweed River. The greater part of the timber is very fine, comprising about fifty species of the most valuable timbers in the Colony; the young cedar trees are numerous, and there are yet a few fair-sized trees left.

The Gmelina Leichhardtii (white beech), Geissois Bentharii, Echinocarpus australis, Endiandra, Ceratopetalum, and Marara, are magnificent trees, and very numerous, as well as the narrow-leaved iron-bark, brush stringy-bark, and grey-gum.

LIST OF TIMBER TREES ON RESERVE No. 13.

Eucalyptus resinifera	red-gum
" robusta	swamp-mahogany
" amygdalina	stringy-bark
" crebra	narrow-leaved iron-bark
" siderophloia	iron-bark
" maculata	spotted-gum
" rostrata	flooded-gum
" species	brush stringy-bark
" saligna	grey-gum
Callistemon salignus	broad-leaved tea-tree
Angophora subvelutina	apple-tree
Melaleuca styphelioides	prickly-leaved tea-tree
Grevillea robusta	silky-oak
Flindersia Greavesii	bolboro or teak
" australis	cudgerie
" Oxleyana	yellow-wood
Melaleuca leucadendron	white tea-tree
Syncarpia laurifolia	turpentine-tree
" leptopetala	
Tristania conferta	brush-bastard or white-box
" suaveolens	swamp-mahogany
" nerifolia	water-gum
Acacia glaucescens	bastard-myall
" decurrens	green-wattle
Casuarina tenuissima	forest-oak
Frenela columellaris	cypress-pine
Cedrela Toona	red-cedar
Rottlera discolor	
Rhus rhodanthema	yellow-wood
Gmelina Leichhardtii	white-beech
Geissois Bentharii	

LIST OF TIMBER TREES ON RESERVE No. 13—*continued.*

<i>Podocarpus spinulosus</i>	white-pine
<i>Pithecolobium pruinatum</i>	
<i>Schizomeria ovata</i>	lightwood
<i>Sersalisia sericea</i>	
<i>Sloanea australis</i>	maiden's-blush
<i>Echinocarpus australis</i>	
<i>Tarrietia Carronii</i>	iron-wood or byong
" <i>argyrodendron</i>	iron-wood
" <i>actinodendron</i>	stave-wood
<i>Anopteris Macleayanus</i>	
	marara
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Elæocarpus grandis</i>	blue-fig
<i>Tetranthera ferruginea</i>	
<i>Stenocarpus salignus</i>	beef-wood
" <i>sinuatus</i>	
<i>Castanospermum australe</i>	Moreton Bay chestnut or bean-tree
<i>Eugenia Jambolana</i>	durobbi
<i>Myrtus acmenoides</i>	hickory

(No. 14.)

Number fourteen. This reserve contains an area of about forty-eight square miles. It is situated on Terania Creek, a few miles above Lismore, and contains about sixty species of excellent timber-trees, comprising a great many cedars of small size, and some very fine *Araucaria Cunninghamii*, *Flindersia Greavesii*, *Dysoxylon Fraseranum*, and *Olea paniculata*, as well as several species of *Eucalyptus*, particularly the iron-bark, black-butt, and stringy-bark.

LIST OF TIMBER TREES ON RESERVE No. 14.

<i>Cedrela Toona</i>	red-cedar
<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Gmelina Leichhardtii</i>	white-beech
<i>Flindersia Greavesii</i>	bolboro or teak
<i>Sterculia acerifolia</i>	flame-tree
" <i>luridum</i>	sycamore
<i>Podocarpus spinulosus</i>	white-pine
<i>Harpullia pendula</i>	tulip-wood
" <i>Hillii</i>	
<i>Achras australis</i>	black-apple
<i>Alphitonia excelsa</i>	
<i>Baloghia lucida</i>	brush blood-wood
<i>Cargillia pentamera</i>	black-myrtle
<i>Epicarpurus orientalis</i>	elm
<i>Castanospermum australe</i>	Moreton Bay chestnut or bean-tree
<i>Dysoxylon Muellieri</i>	pencil-cedar
" <i>Fraseranum</i>	rose-wood
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Cryptocarya glaucescens</i>	
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Cupania pseudorhus</i>	
<i>Echinocarpus australis</i>	
<i>Elæocarpus grandis</i>	blue-fig
<i>Eugenia Ventenatii</i>	broad-leaved water-gum
" <i>myrtifolia</i>	brush-cherry
" <i>species</i>	coolmin
<i>Flindersia Greavesii</i>	bolboro or teak
" <i>australis</i>	cudgerie
" <i>Oxleyana</i>	yellow-wood
" <i>Bennettiana</i>	
<i>Geissois Benthamii</i>	
<i>Grevillea robusta</i>	silky-oak
<i>Memecylon species</i>	brush-cherry
<i>Olea paniculata</i>	marble-wood
<i>Orites excelsa</i>	
<i>Myrtus Becklerii</i>	grey-myrtle
" <i>acmenoides</i>	hickory
<i>Helicia glabriflora</i>	
<i>Sloanea australis</i>	maiden's-blush
<i>Rhus rhodanthema</i>	yellow-wood
<i>Rhodamnia trinervia</i>	
<i>Schizomeria ovata</i>	light-wood
<i>Stenocarpus salignus</i>	beef-wood
" <i>sinuatus</i>	
<i>Tarrietia Carronii</i>	iron-wood or byong
" <i>argyrodendron</i>	iron-wood
" <i>actinodendron</i>	stave-wood
<i>Emmenospermum alphitonioides</i>	

LIST OF TIMBER TREES ON RESERVE No. 14—*continued*.

<i>Trochocarpa laurina</i>	
<i>Angophora subvelutina</i>	apple-tree
<i>Hodkinsonia ovatiflora</i>	
<i>Callistemon salignus</i>	broad-leafed tea-tree
<i>Acacia glaucescens</i>	bastard-myall
<i>Casuarina tenuissima</i>	forest-oak
" <i>quadrialvis</i>	swamp-oak
<i>Frenela columellaris</i>	cypress-pine
<i>Eucalyptus saligna</i>	grey-gum
" <i>rostrata</i>	flooded-gum
" <i>siderophloia</i>	iron-bark
" <i>amygdalina</i>	stringy-bark
" <i>robusta</i>	swamp-mahogany
" <i>resinifera</i>	red-gum
" <i>pilularis</i>	black-butt
<i>Eugenia Jambolana</i>	durobbi

(No. 15.)

Number fifteen is a large reserve, and well situated at Cloud's Creek, on the road from Grafton to Armidale, which runs through it, and contains about 100 square miles. The timber trees, comprising between fifty and sixty species, many of them very fine. A good deal of cedar is yet standing, but of small size generally, and, as in most cedar-brushes, there has been great waste. Even now, in the vicinity of this reserve, the sawyers are cutting trees not more than 20 inches in diameter, and from these they take one or two 10-foot logs, and the rest is left to rot; there is, of course, at all times a great waste of cedar when such small trees are cut down.

The area of this reserve is large, but as a great deal of timber is likely to be required to supply the Western Districts, and much of that toward Armidale is of a very inferior quality, it is advisable to reserve as much as possible here, especially as there is so much good timber in it, such as *Daphnandra micrantha* (light-yellow wood), *Cadellia monostylis* (New England tulip-wood), *Ceratopetalum apetalum* (coach-wood), *Olea paniculata*, and several others, which are numerous, with tall straight trunks and perfectly sound. The *Araucaria Cunninghamii* (pine) are particularly fine and abundant; of the latter but very little has been cut at present. Some excellent hardwood is also abundant on this reserve, particularly *Eucalyptus bicolor* or white-box, which is highly spoken of by those who have used it, and is said to be the best hardwood in New England.

LIST OF TIMBER TREES ON RESERVE No. 15.

<i>Cedrela toona</i>	red-cedar
<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Dysoxylon Fraseranum</i>	rose-wood
<i>Schizomeria ovata</i>	light-wood
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Endiandra virens</i>	
" <i>species?</i>	
<i>Daphnandra micrantha</i>	light-yellow-wood
<i>Cadellia monostylis</i>	New England tulip-wood
<i>Tarrietia actinodendron</i>	stave-wood
<i>Gmelina Leichhardtii</i>	white-beech
<i>Cryptocarya glaucescens</i>	white-sycamore
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Doryphora sassafras</i>	sassafras
<i>Dysoxylon rufum</i>	
" <i>Fraseranum</i>	rose-wood
<i>Elæocarpus holopetalus</i>	
" <i>grandis</i>	blue-fig
<i>Eugenia myrtifolia</i>	brush-cherry
<i>Achras australis</i>	black-apple
<i>Flindersia Greavesii</i>	bolboro or teak
<i>Harpullia Hillii</i>	
<i>Olea paniculata</i>	marble-wood
<i>Podocarpus spinulosus</i>	white-pine
<i>Rhodamnia trinervia</i>	
<i>Stenocarpus salignus</i>	beef-wood
<i>Tristania conferta</i>	brush-bastard or white-box
<i>Weinmannia species</i>	
<i>Ackama Muellerii</i>	
<i>Trochocarpa laurina</i>	
<i>Tristania neriifolia</i>	water-gum
<i>Casuarina tenuissima</i>	forest-oak
<i>Angophora subvelutina</i>	apple-tree
<i>Acacia elata</i>	
<i>Echinocarpus australis</i>	
<i>Baloghia lucida</i>	brush blood-wood
<i>Melicope australasica</i>	
<i>Stenocarpus salignus</i>	beef-wood
" <i>sinuatus</i>	

LIST OF TIMBER TREES ON RESERVE No. 15—*continued*.

<i>Memecylon</i> species	brush cherry
<i>Eugenia myrtifolia</i>	brush cherry
„ species?	
<i>Elæodendron australe</i>	
<i>Myrtus acmenoides</i>	hickory
<i>Pennantia Cunninghamii</i>	
<i>Eucalyptus crebra</i>	narrow-leafed iron-bark
„ <i>stellulata</i>	white-gum
„ <i>rostrata</i>	flooded-gum
„ <i>maculata</i>	spotted-gum
„ <i>siderophloia</i>	iron-bark
„ <i>tereticornis</i>	bastard-box
„ <i>amygdalina</i>	stringy-bark
„ <i>resinifera</i>	red-gum
„ <i>bicolor</i>	white-box

(No. 16.)

Number sixteen is a large reserve, situated on the Boyd River, at Broadmeadows, containing one hundred and five square miles, and the timber is of first-rate quality, consisting of about forty species of brush timbers and hardwoods, such as pine, rosewood, cypress-pine, iron-wood, turpentine, iron-bark, spotted-gum, stringy-bark, and bastard-box, all of which are exceptionally fine trees, and generally sound. The reserve is well situated, and will furnish a large supply of timber in a locality where it is likely to be much required in a few years.

LIST OF TIMBER TREES ON RESERVE No. 16.

<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Podocarpus spinulosus</i>	white-pine
<i>Achras australis</i>	black-apple
<i>Alphitonia excelsa</i>	
<i>Baloghia lucida</i>	brush blood-wood
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Cupania pseudorhus</i>	
<i>Daphnandra micrantha</i>	light-yellow-wood
<i>Dysoxylon Muellerii</i>	pencil-cedar
„ <i>Fraserianum</i>	rose-wood
<i>Eugenia myrtifolia</i>	brush-cherry
<i>Flindersia Greavesii</i>	bolboro or teak
„ <i>australis</i>	cudgerie
„ <i>Oxleyana</i>	yellow-wood
<i>Elæodendron australe</i>	
<i>Elæocarpus obovatus</i>	
„ <i>grandis</i>	blue-fig
<i>Gmelina Leichhardtii</i>	white-beech
<i>Geissois Bentharii</i>	
<i>Grevillea robusta</i>	silky-oak
<i>Melicope australasica</i>	
<i>Helicia glabriflora</i>	
<i>Myrtus Becklerii</i>	grey-myrtle
<i>Olea paniculata</i>	marble-wood
<i>Stenocarpus salignus</i>	beef-wood
<i>Rhus rhodanthema</i>	yellow-wood
<i>Schizomeria ovata</i>	light-wood
<i>Weinmannia species</i>	
<i>Frenela columellaris</i>	cypress-pine
<i>Castanospermum australe</i>	Moreton Bay chestnut or bean-tree
<i>Acacia glaucescens</i>	bastard-myall
<i>Tristania conferta</i>	brush-bastard or white-box
„ <i>neriifolia</i>	water-gum
<i>Syncarpia laurifolia</i>	turpentine-tree
<i>Melaleuca leucadendron</i>	white tea-tree
<i>Eucalyptus robusta</i>	swamp-mahogany
„ <i>crebra</i>	narrow-leafed iron-bark
„ <i>maculata</i>	spotted-gum
„ <i>amygdalina</i>	stringy-bark
„ <i>rostrata</i>	flooded-gum
„ <i>siderophloia</i>	iron-bark
„ <i>stellulata</i>	white-gum

(No. 17.)

Number seventeen is a small reserve, containing six hundred and forty acres, and well situated, at Cudgen, being a continuation of what is known as Cudgen Brush, which has all been free selected and nearly cleared.

It is at no great distance from the entrance to the Tweed River, on the south side, and good timber is already becoming scarce in the vicinity.

Although

Although small, this reserve contains about forty species of timber trees, many of them very fine, with tall straight trunks of large size, particularly *Eugenia Jambolana* (durobbi), *Tarrietia Carronii* (byong or iron-wood), *Gmelina Leichhardtii* (beech), *Flindersia Greavesii* (bulboro), *Elæocarpus grandis* (blue-fig), *Callistemon saligna* (broad-leafed tea-tree), and *Marara*, an undescribed tree, belonging to the natural order Saxefragaceæ, producing timber of an excellent quality, as well as rosewood and a fair quantity of young cedar.

Since Cudgen Brush has been free selected, this is the only place where a reserve of good timber could be made near the village of Cudgen, and will in a few years be very valuable.

LIST OF TIMBER TREES ON RESERVE NO. 17.

<i>Cedrela Toona</i>	red-cedar
<i>Eugenia Jambolana</i>	durobbi
<i>Sersalisia sericea</i>	
<i>Ackama Muellerii</i>	
<i>Trochocarpa laurina</i>	
<i>Tetranthera ferruginea</i>	
<i>Litsæa dealbata</i>	
<i>Tarrietia Carronii</i>	iron-wood or byong
" <i>actinodendron</i>	stave-wood
<i>Stenocarpus sinuatus</i>	
" <i>salignus</i>	beef-wood
<i>Sloanea australis</i>	maiden's-blush
<i>Rhus rhodanthema</i>	yellow-wood
<i>Schizomeria ovata</i>	light-wood
<i>Myrtus acmenoides</i>	hickory
<i>Pentaceras australis</i>	
<i>Sterculia lurida</i>	sycamore
<i>Myrtus Becklerii</i>	grey-myrtle
<i>Memecylon species</i>	brush-cherry
<i>Harpullia pendula</i>	tulip-wood
Genus ?	marara
<i>Gmelina Leichhardtii</i>	white-beech
<i>Geissois Benthamii</i>	
<i>Flindersia Greavesii</i>	bolboro or teak
" <i>australis</i>	cudgerie
" <i>Oxleyana</i>	yellow-wood
" <i>Bennettiana</i>	
<i>Eugenia myrtifolia</i>	brush-cherry
<i>Eugenia species</i>	coolmin
<i>Elæocarpus grandis</i>	blue-fig
<i>Echinocarpus australis</i>	
<i>Dysoxylon Muellerii</i>	pencil-cedar
" <i>Fraseranum</i>	rosewood
<i>Endiandra species ?</i>	
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Hodkinsonia ovatiflora</i>	
<i>Daphnandra micrantha</i>	light-yellow-wood
<i>Epicarpurus orientalis</i>	elm
<i>Castanospermum australe</i>	Moreton Bay chestnut or bean-tree
<i>Baloghia lucida</i>	brush blood-wood
<i>Eucalyptus rostrata</i>	flooded-gum
" <i>amygdalina</i>	stringy-bark
" <i>saligna</i>	grey-gum
<i>Angophora subvelutina</i>	apple-tree

(No. 18.)

Number eighteen is a small reserve, situated at Chindra, near Terranora, on the north side of the Tweed River. It contains about four hundred acres, and is well filled with good timber, consisting of about forty species, many of them not only fine trees but very numerous, particularly *Daphnandra micrantha*, *Rhus rhodanthema*, *Dysoxylon Fraseranum*, *Gmelina Leichhardtii*, and *Harpullia pendula*.

The large cedar has been all cut; but there are a good many trees of small size, which will ultimately prove of great value if allowed to stand.

This is the only situation on the north side of the Tweed River, near the Heads, where a reserve can be made, and, from the great variety of splendid timber it contains, will be valuable in the locality after a time, as the clearing has gone on very rapidly during the last few years in the vicinity.

LIST OF TIMBER TREES ON RESERVE NO. 18.

<i>Sersalisia sericea</i>	
<i>Cassia Brewsterii</i>	
<i>Hodkinsonia ovatiflora</i>	
<i>Pentaceras australis</i>	
<i>Tarrietia Carronii</i>	iron-wood or byong
" <i>actinodendron</i>	stave-wood
<i>Cargillia pentamera</i>	black-myrtle
<i>Gmelina Leichhardtii</i>	white-beech
<i>Eugenia Jambolana</i>	durobbi
<i>Atalaya multiflora</i>	

LIST OF TIMBER TREES ON RESERVE No. 18—*continued.*

<i>Rhus rhodanthema</i>	yellow-wood
<i>Eugenia</i> species ?	
<i>Achras australis</i>	black-apple
<i>Alphitonia excelsa</i>	
<i>Baloghia lucida</i>	brush blood-wood
<i>Castanospermum australe</i>	Moreton Bay chestnut or bean-tree
<i>Cedrela Toona</i>	red-cedar
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Schizomeria ovata</i>	light-wood
<i>Cryptocarya glaucescens</i>	white-sycamore
<i>Cupania pseudorhus</i>	
<i>Nephelium leiocarpum</i>	
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Dysoxylon Muellerii</i>	pencil-cedar
" <i>Fraseranum</i>	rosewood
<i>Flindersia Greavesii</i>	bolboro or teak
" <i>australis</i>	cudgerie
" <i>Oxleyana</i>	yellow-wood
<i>Myrtus Becklerii</i>	grey-myrtle
" <i>acmenoides</i>	hickory
<i>Geissois Bentharii</i>	
<i>Grevillea robusta</i>	silky-oak
<i>Harpullia pendula</i>	tulip-wood
" <i>Hilli</i>	
<i>Eugenia Jambolana</i>	durobbi
<i>Elæocarpus grandis</i>	blue-fig
<i>Sloanea australis</i>	maiden's-blush
<i>Echinocarpus australis</i>	
<i>Endiandra virens</i>	
<i>Cupania xylocarpa</i>	
<i>Eucalyptus rostrata</i>	flooded-gum
" <i>saligna</i>	grey-gum
<i>Tristania conferta</i>	brush bastard-box

(No. 19.)

Number nineteen is a reserve of twelve hundred and eighty acres, situated at Brokenhead, about fourteen miles from Ballina, on the Richmond River, generally known as the Three-mile Scrub. It contains about fifty species of timber trees, many of them of large size and sound, particularly *Ceratopetalum apetalum*, *Tarrietia argyrodendron*, *Dysoxylon Fraseranum*, *Araucaria Cunninghamii*, *Eucalyptus siderophloia*, *Eucalyptus rostrata*, and *Eucalyptus pilularis*. This is the only reserve which can be made near the Richmond River Heads, and, as the greater part of the best timber on the lower part of the river has been cleared off, it will ultimately be much required, and will furnish a large supply of good timber.

LIST OF TIMBER TREES ON RESERVE No. 19.

<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Cedrela Toona</i>	red-cedar
<i>Eugenia</i> species ?	coolmin
<i>Cargillia pentamera</i>	black-myrtle
<i>Elæocarpus obovatus</i>	
" <i>grandis</i>	blue-fig
<i>Orites excelsa</i>	
<i>Helicia glabriflora</i>	
<i>Endiandra</i> species ?	
<i>Cryptocarya glaucescens</i>	white-sycamore
<i>Cadellia monostylis</i>	New England tulip-wood
<i>Gmelina Leichhardtii</i>	white-beech
<i>Dysoxylon Fraseranum</i>	rosewood
" <i>Muellerii</i>	pencil-cedar
<i>Flindersia Bennettiana</i>	
" <i>australis</i>	cudgerie
" <i>Oxleyana</i>	yellow-wood
<i>Epicarpurus orientalis</i>	elm
<i>Hodkinsonia ovatiflora</i>	
<i>Memecylon</i> species ?	brush-cherry
<i>Myrtus Becklerii</i>	grey-myrtle
<i>Sterculia acerifolia</i>	flame-tree
" <i>lurida</i>	sycamore
<i>Acacia glaucescens</i>	bastard-myall
<i>Casuarina tenuissima</i>	forest-oak
<i>Banksia integrifolia</i>	native-honeysuckle
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Elæocarpus grandis</i>	blue-fig
<i>Harpullia pendula</i>	tulip-wood

LIST OF TREES ON RESERVE No. 19—*continued.*

<i>Akania Hillii</i>	prickly-ash
<i>Echinocarpus australis</i>	
<i>Cupania semiglauca</i>	
" <i>xylocarpa</i>	
<i>Nephelium tomentosum</i>	
" <i>leiocarpum</i>	
<i>Tarrietia argyrodendron</i>	iron-wood or byong
<i>Melicope australasica</i>	
<i>Myrtus acmenoides</i>	hickory
<i>Achras australis</i>	black-apple
<i>Frenela columellaris</i>	cypress-pine
<i>Memecylon species?</i>	brush-cherry
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Eucalyptus rostrata</i>	flooded-gum
" <i>siderophloia</i>	iron-bark
" <i>pilularis</i>	black-butt
<i>Tristania conferta</i>	brush bastard-box
<i>Tristania suaveolens</i>	swamp-mahogany

(No. 20.)

Number twenty is a well situated reserve, near the Grafton and Armidale road, in New England, between that road and Allan's-water. It contains a great variety of first-rate timber, and very little except cedar has been cut out of it, nearly all the large trees of which have been cut to supply Armidale and other places to the westward; trees are now being sawn in the vicinity, of very small size, and consequently there is great waste, as stated in report No. 15.

This reserve also contains some of the finest pine in the Colony, many of the trees being from 4 to 5 feet in diameter, and very tall. It also contains an immense number of fine trees of *Fagus Carronii*, a true beech; this timber has been but very little used at present, but very highly spoken of by those who have used it. Large quantities of the New England tulip-wood (*Cadellia monostylis*) are growing here; although these trees are not large, they produce beautiful wood of a brown colour in the centre, and a delicate yellow near the outside, easily worked, and takes a fine polish.

Akania Hillii, or prickly-ash, attains to a larger size here than on any of the other reserves. There are also a great many fine trees of flooded-gum, grey-gum, blue-gum, and white-box; the latter is said to be the best hardwood to be found for many miles round.

The *Araucaria Cunninghamii* (pine) on this reserve is growing at a greater altitude and further west, perhaps, than is to be found in any part of the Colony, proving it to be capable of standing a greater degree of cold than is generally supposed, as it is growing here within a few miles of the Guy Fawkes, which is higher than Armidale, and exposed to sharp frosts in winter.

LIST OF TIMBER TREES ON RESERVE No. 20.

<i>Cedrela Toona</i>	red-cedar
<i>Araucaria Cunninghamii</i>	Moreton Bay pine
<i>Fagus Carronii</i>	beech or negrohead
<i>Elæocarpus holopetalus</i>	
<i>Daphnandra micrantha</i>	light yellow-wood
<i>Anopteris Macleayanus</i>	
<i>Cryptocarya glaucescens</i>	white sycamore
<i>Diploglottis Cunninghamii</i>	native-tamarind
<i>Dysoxylon rufum</i>	
" <i>Fraseranum</i>	rose-wood
<i>Celtis opaca</i>	
<i>Ceratopetalum apetalum</i>	coach-wood
<i>Cargillia pentamera</i>	black-myrtle
<i>Baloghia lucida</i>	brush blood-wood
<i>Alphitonia excelsa</i>	
<i>Flindersia Oxleyana</i>	yellow-wood
<i>Eugenia species?</i>	
<i>Elæodendron australe</i>	
<i>Olea paniculata</i>	marble-wood
<i>Melicope erythrocoeca</i>	
<i>Geissois Benthamii</i>	
<i>Schizomeria ovata</i>	light-wood
<i>Evodia microcoeca</i>	
<i>Echinocarpus australis</i>	
<i>Tarrietia actinodendron</i>	stave-wood
<i>Stenocarpus salignus</i>	beef-wood
<i>Orites excelsa</i>	
<i>Tetranthera ferruginea</i>	
<i>Endiandra species?</i>	
<i>Trochocarpa laurina</i>	
<i>Weinmannia species</i>	
<i>Akania Hillii</i>	prickly-ash
<i>Cadellia monostylis</i>	New England tulip-wood
<i>Endiandra pubens</i>	
<i>Acacia Cunninghamii</i>	bastard-myall
<i>Banksia integrifolia</i>	native-honeysuckle

LIST OF TIMBER TREES ON RESERVE No. 20—*continued.*

Gmelina Leichhardtii	white-beech
Eucalyptus bicolor	white-box
„ rostrata	flooded-gum
„ stellulata	white-gum
„ saligna	grey-gum
„ pilularis	black-butt
„ species?	broad-leaved stringy-bark
„ hæmastoma	blue-gum

GENERAL REMARKS.

It will be seen from the lists of timber-trees appended to this report that most of the reserves contain a great many species, some of which have long been known to produce wood of the best quality for the various purposes to which they have been applied, while many others have never yet been properly tried; still, there is every reason to believe that several species will prove eminently useful for many purposes, if a due regard is paid to the time of cutting, seasoning, &c.

Most of these reserves are surrounded with good timbers of the same description as those reserved, and from this source a large supply of most kinds may be obtained for some time to come, with the exception of cedar, the large trees of which have been rapidly felled and taken during the last ten years from all the cedar brushes in the Colony, and the supply has greatly diminished in consequence.

From long habit in cutting nothing but cedar, many of the sawyers are felling trees of small size, thus tending still more rapidly to reduce the quantity to be furnished in future.

The small cedar, which is not suitable for making furniture, is used for various purposes, where other woods would answer as well. A great deal is cut on the borders of New England, and sent to the various diggings to the westward, for the purpose of making sluice-boxes, small buildings, &c., and unless something is done to prevent the cutting of trees under a certain size, and to stop the great waste in the forests, cedar must necessarily become very scarce in a few years.

There are other timber-trees which at one time were so plentiful on the Clarence River, such as *Harpullia pendula* (tulip-wood), and *Villaresia Moorei*, are now become so scarce that the tulip-wood can only be obtained in small quantities from the Richmond and Tweed Rivers, while *Villaresia* is only sparingly found on the Clarence.

Several of the reserves now reported on contain little else but hardwood, such as *Eucalyptus*, *Angophora*, *Tristania*, and *Melaleuca*, with *Casuarinas*, *Banksias*, and *Acacias*, on some portions,—as those at Coaldale, Fairfield, and Lawrence, as well as those at Glen Ulgie and Coldstream, reported on 28th December last; but all the other reserves contain both hardwood and brush timbers in great variety, as that at the north side of Mount Warning, on the Tweed, containing about seventy species; that at Terania Creek, sixty; and that at Cloud's Creek, on the Grafton and Armidale Road, between fifty and sixty species. The latter reserve, and that between Allan's Creek and the Armidale Road, which contains large forests of a true beech, must prove of great value, as the timber between them and Armidale is generally of a very poor description, and the timber from Allan's and Cloud's Creeks is of easy access from the road.

The trees of *Cadellia monostylis* (New England tulip-wood), and *Daphnandra* (light yellow-wood), are both larger and more numerous here than in any other part of the Colony; neither of them have been brought into use to any extent, although both are very beautiful woods,—the former a rich yellow and brown, and the latter a delicate yellow colour.

The *Fagus Carronii* (beech), only found at and near the head waters of the Bellinger, in New England, is very abundant here; it is, however, but little known at present, but is likely to prove a valuable timber for many purposes. It is now being tried in the district, but so little attention is paid to the time of cutting and seasoning that it is not very likely to have a fair trial.

The area of some of the reserves may appear large, but it has been thought advisable to make them so in the localities where it has been done to meet future requirements; and, if considered necessary, they may be reduced at some future time, although it is hardly likely they will be found too extensive in any case, when the rapid destruction of timber during the last eight or ten years is taken into consideration.

The District Surveyor, Mr. P. R. Donaldson, has been careful, as far as possible, not to check the operation of free selection, either by making the reserves, where practicable, on poor stony ridges, or in other localities where there is a great deal more unalienated land of the same description in the neighbourhood than is likely to be required for sometime.

It is evident that the Act and Regulations for cutting timber on Crown Lands generally are very little regarded, and something should be done to enforce them, particularly in regard to the barking of trees, as an immense number are annually destroyed by the system almost invariably adopted, of taking one sheet of bark from a tree and leaving the rest, when, if the trees were felled, and all the available bark taken, nothing like the number of trees would be killed to obtain the quantity of bark required; and fine young trees are generally selected for barking. It is not at all uncommon, when teams are returning without loading, for the drivers to strip a load of bark for sale, and to obtain this they seldom fall a tree.

The fees paid to the Government for licenses to cut timber on Crown Lands are nothing like what they would be if the regulations were more strictly enforced, for it is quite certain that not more than one in six pay a license, either for cutting cedar or hardwood, who are employed at it; this is very unfair to the honest man who pays his license, and a great temptation to him to evade it, when he knows so many are working without license; thus the revenue is defrauded, and the public estate injured.

The vegetation on the small islands which have been reserved on the Clarence River is likely to be destroyed, unless they are looked after, especially those below Grafton, as Heliman, Turkey, Freeburns, and other islands. The brush has already been partially destroyed on one of them, and steps should be taken to check this, or a great deal of damage may soon be done on these useful ornaments to the river.

I append a plan and description by Mr. W. A. B. Greaves, of reserve No. 20.

In submitting these reports, I take leave to state that I was occupied nearly four months in almost continuous travelling, in all weathers, and I trust my endeavours to carry out my instructions will meet with the approval of the Honorable the Secretary for Lands.

I have, &c.,
W. CARRON.

The plan alluded to in this Report on No. 20 Reserve was only a rough sketch by Mr. Greaves made before actual survey.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS.

(SELECTION OF JAMES MARSHALL ON GYRAH RIVER.)

Ordered by the Legislative Assembly to be printed, 15 January, 1873.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 16 July, 1872, That there be laid upon the Table of this House,—

“ Copies of all Correspondence between the Government and any person
“ or persons having reference to land selected by James Marshall, on the
“ Gyrah River, on the 21st October, 1869 ; and likewise, copies of all
“ reports and proceedings in any arbitration cases between the Manager
“ of the Bank of New South Wales and James Marshall, in connexion
“ with the said land.”

(*Mr. Terry.*)

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CROWN LANDS.

No. 1.

REPORT FROM MR. LICENSED-SURVEYOR MANN TO THE SURVEYOR GENERAL, TRANSMITTING PLAN, &C.

Sydney, 21 December, 1868.

SIR,

I have the honor to transmit a plan* shewing the position of a portion of land situated in the parish of Donald, county of Sandon, being the land applied for by Robert Marshall under section 21, "Crown Lands Alienation Act of 1861":—

Containing.....	40 acres.
Soil.....	Light loam.
Water.....	Good.
Timber.....	Gum, peppermint, and stringy-bark.
Name of run.....	Gyrah.
Survey completed.....	6th November, 1868.

* Appendix.
Letter of In-
structions, B.C.,
18th September,
1868/66.
C.P., 68/1740.
No. 48.

There are no improvements upon this portion; Marshall resides on his first conditional purchase of 60 acres, which is improved by building, clearing, and fencing, to the value of £160.

This portion is measured according to a design for the subdivision of the adjacent land.

I have, &c.,

EDW. P. MANN,
Licensed Surveyor.

15 September, 1869.

No. 2.

MEMO. FROM THE SURVEYOR GENERAL TO MR. LICENSED-SURVEYOR MANN.

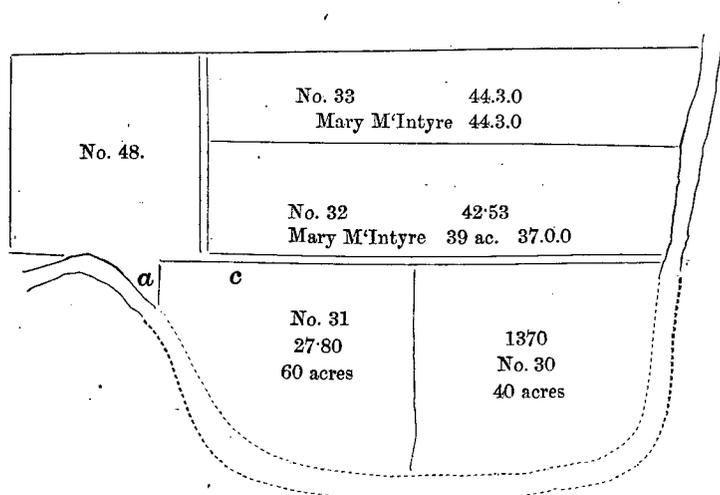
Charting Branch.

20 May, 1869.

MEMORANDUM of subjects requiring explanation or completion in connection with the survey and plan of No. 48, parish of Donald, county of Sandon, transmitted by Mr. Licensed-Surveyor E. P. Mann, letter No. 68/108, of December 21st, and on which Mr. Mann's report in explanation is requested.

Subject.

Report.



The distance from A to C is 3.50 chains.—EDD. P. MANN, 9 Sept., /69.

The northern boundary of portion 31 is 27.80 as entered in my field-book. If I have inserted any other length in my plan it is an error. The top of my figure 8 at first sight looks like 5.—W. A. B. GREAVES, 6 Oct., 1869.

The distance from A to C, taken from the above figures, does not accord with the distance given on the plan of portion No. 48.—P. F. ADAMS, 22 May. Folio 405.

Charting Branch, 22 September, 1869.

Mr. Greaves can perhaps explain the cause of the discrepancy within set forth, as the surveys adjacent to No. 48 are by him.—J.S.A., for S. Gl., 12 Oct. See reply on 1st page.

No. 3.

No. 3.

MR. D. K. M'INTYRE (ON BEHALF OF MR. S. SMITH) TO THE SURVEYOR GENERAL.
Application for the Purchase of Improved Crown Lands.

Gyrah Run, by Armidale,
10 June, 1869.

SIR,

Having erected the improvements detailed below, and which I estimate to be worth £40, I have the honor to apply that I may be permitted to purchase, without competition, under the provisions of the "Crown Lands Alienation Act of 1861," the Crown Lands on which they stand, and which are described hereunder.

The improvements referred to are now in my possession.

I have, &c.,
DUN. K. M'INTYRE,
(FOR SHEPHERD SMITH.)

Nature of Improvements:—

The improvements consist of sheepyard, huts, and fencing.

Description of Land:—

County of Sandon, parish of Donald, town of _____, allotment _____, section _____, 40 acres, on the west bank of the Gyrah River, and about 2 miles below Gyrah head station. It is bounded on the south and east by the Gyrah River; on the west by Robert Marshall's 60 acres conditional purchase; on the north by a line. The nearest Post Town is Armidale.

Referred to the Chief Commissioner of Crown Lands, B.C., 8th July, 1869.—W.M. THOMAS (for the Under Secretary).

Gyrah Run, district of New England, is held under a promise of lease by Shepherd Smith.—A.O.M., Crown Lands Office, B.C., 13 July, 1869. The Under Secretary for Lands.

Mr. Long, Q.—(Written by Mr. Thomas.)

Mr. Licensed Surveyor E. P. Mann for measurement if unobjectionable.—P. F. ADAMS, 17 August, No. 69/104.

As this land has been measured by Mr. Greaves and he has to visit the locality will he be good enough to report hereon?—E. P. MANN, August 20, 1869.

I do not consider the improvements erected upon this portion worth £40. The portion is No. 30 of the parish of Donald, formerly a conditional purchase of D. Cameron, senior (but never occupied); the improvements consist of bough yard, split fence, and hut.—W. A. B. GREAVES, B.C., 69/100, 20 August, 1869.

Applicant should be informed in accordance with Mr. Greaves's report.—G.L., 13/9/69.

No. 4.

THE UNDER SECRETARY FOR LANDS TO MR. S. SMITH.

Department of Lands,
Sydney, 1 October, 1869.

SIR,

No. 3.

In reference to your letter of the 10th June, applying to purchase, in virtue of improvements, 40 acres on the west bank of the Gyrah River, I am directed to inform you that your application cannot be complied with, as it appears from a report obtained from the Surveyor General that the improvements are not worth £40.

2. I am to add that the land will be brought to sale by auction, unless you state, within a month from this date, that you desire to appeal to appraisalment, the fee for which is £2 10s.

I have, &c.,
M. FITZPATRICK.

No. 5.

MR. D. K. M'INTYRE (FOR MR. S. SMITH) TO THE UNDER SECRETARY FOR LANDS.

Gyrah, by Armidale,
11 October, 1869.

SIR,

No. 4.

No. 3.

In reply to yours of the 1st instant, I have to inform you that the improvements on the 40 acres applied for on the west bank of the Gyrah River by Mr. Shepherd Smith, Sydney, on the 10th June last, were not examined for the purpose of ascertaining their value since the application was made. This being so, and as the value of the improvements exceeds £40, I have to request that you withdraw the 40 acres now referred to from sale, till the improvements are reported on by your surveyor. This he has not done as yet.

I have, &c.,
DUN. M'INTYRE,
(FOR SHEPHERD SMITH.)

N.B.—I shall be glad to hear, at your earliest convenience, that the land referred to above is withdrawn from sale.—D.K.M'I.

Mr.

Mr. Smith (through Mr. M'Intyre) states that the improvements, exceeding £40, have not been examined since the application was made. He asks that they may be reported upon by the surveyor, and that the land may, in the meantime, be withheld from sale.—29 October, 1869. (Written by Mr. Thompson.)

Surveyor General.—M.F., 1 Nov.

For papers.—P.F.A.

Mr. Johnson to stop sale, if advertised.—P.F.A., 5 Nov.

The portion herein alluded to is a forfeited C.P., 66-3,088, of D. Cameron, sen., and was offered for sale on the 29th October, 1869, as lot B, por. 30.—A.J., 8 Nov., 1869.

Mr. Smith should probably be so informed.—J.S.A., 8 Nov.

Was the land sold? There is a subsequent paper.—11 Nov.

Withdrawn by the agent, having been conditionally purchased. The name of conditional purchaser is not stated by the agent. All papers herewith.—16th.

Ascertain the name of the conditional purchaser, and prepare the usual letters, informing the persons interested that the value of the improvements must be determined by arbitration.—16 Nov.

The land was selected by Robert Marshall on the 21st October last.—17/11/69.

No. 6.

MR. R. MARSHALL'S APPLICATION FOR CONDITIONAL PURCHASE.

[Alienation Act, section 21.]

C.P., No. 69/4,088. Land Agent's No. 131, of 1869.

Application for the conditional purchase without competition, of 40 acres roads unimproved Crown Land, under section 21 of the "Lands Alienation Act of 1861."

RECEIVED by me, with a deposit of £10, this 21st day of October, 1869, at 10:15 o'clock.

SYDNEY BLYTHE,

Agent for Sale of Crown Lands at Armidale.

S. 348-1660.

21 October, 1869.

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 roads, which adjoins my conditional purchase of 60 acres, made on the 2nd August, 1866; 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.,

ROBERT MARSHALL,

Armidale.

To the Agent for the
Sale of Crown Lands at Armidale.

DESCRIPTION.

County of Sandon, parish of Donald, 40 acres, being portion No. 30, advertised for sale by auction on 29th October, 1869, as lot B, original C.P. under sec. 13, 2nd August, 1866, 60 acres; additional C.P. under 21 sec., 16th July, 1868, 40 acres.

Cancelled by 69/13,596.

Revoked by 72/4,393, Mis.

No. 7.

MR. D. K. M'INTYRE (FOR MR. S. SMITH) TO THE UNDER SECRETARY FOR LANDS.

Gyrah, by Armidale,

29 October, 1869.

SIR,

I have not as yet received an answer to mine of the 11th instant, of which the following is no. 5. a copy, addressed to you:—"Sir,—In reply to yours of the 1st instant, I have the honor to inform you that the improvements on the 40 acres applied for on the west bank of the Gyra River, by Mr. Shepherd Smith, Sydney, on the 10th June last, were not examined for the purpose of ascertaining their value since the application was made. This being so, and as the value of the improvements exceeds £40, I have to request that you withdraw the 40 acres, now referred to, from sale, till the improvements are reported on by your surveyor. This has not been done as yet.—I have, &c., DUN. K. M'INTYRE (FOR SHEPHERD SMITH)."

Although what is stated above are the facts in reference to the matters referred to, yet to prevent delay I desire that the improvements be appraised. As I have to be away from here in a few days an immediate answer will oblige.

I have, &c.,

DUN. K. M'INTYRE,

(FOR SHEPHERD SMITH).

No. 8.

No. 8.

MR. D. K. M'INTYRE (FOR MR. S. SMITH) TO THE UNDER SECRETARY FOR LANDS.

Gyrah, by Armidale,
4 November, 1869.

SIR,

Nos. 5 and 7.

No. 3.

While taking the liberty of calling your attention to my communications of the 11th and 29th ultimo, I beg to inform you that on Thursday, the 21st of last month, Mr. Robert Marshall applied for the 40 acres "improved land on the west bank of the Gyrah River" as an additional conditional purchase. This is the same portion of land applied for on the 10th June last by Shepherd Smith, Esq., of Sydney, under section 8 of "Crown Lands Alienation Act of 1861." Mr. Robert Marshall's application for this portion of land, as an additional conditional purchase, must have been made in ignorance of the provisions of the Act. The Act, the Regulations, and the form of application under the Act, describe in the following terms the lands that can and that cannot be conditionally purchased:—

Section 13. On and from the 1st day of January, Crown Lands not containing improvements shall be open for conditional sale by selection in the manner following, &c.

Regulation 22. The following class of lands are excluded by the Act from such conditional purchase:—"Town lands, lands containing improvements," &c., under heading "Additional Conditional Purchases."

Regulation 40. Each such purchase shall be subject to all the conditions, save those for occupation and residence, provided for by section 22 of these Regulations.

Form B, which Mr. Marshall must have filled up, signed, and handed to the Land Agent in Armidale, is as follows:—"Sir,—I desire to purchase the portion of unimproved Crown Land hereunder described," &c.

As these extracts show that Mr. Marshall's application, now under consideration, being directly opposed to the provisions and regulations of the Crown Lands Alienation Act, cannot be entertained, even as a legal application under the Act, it need not in any way interfere to prevent an immediate answer to my communications.

I am sorry to be under the necessity of troubling you so often in reference to this matter, but as my doing so on this occasion at least is forced upon me, I hope you will bear with me.

I have, &c.,

DUN. K. M'INTYRE.

N.B.—About twelve months ago, since Mr. Licensed-Surveyor Mann estimated the improvements on the portion of land referred to above to be worth £36 10s., I heard of no valuation since; but additional improvements have been made since, to the value of some £10 or £20 sterling.—D.K.M'I.

The C. P. application should be placed herewith, and if the land is identical with the improved application, the former should be cancelled.—8/12/69. Yes.—10th Dec. Application in charting-room.—13/12/69. Mr. Trengrouse, 14th. Application not with me. Application herewith.—W.A.T., 18 Jan.

The application enclosed should now, I conclude, under late decision, be cancelled; but Mr. M'Intyre's valuation of the improvements should first be confirmed by the Surveyor.—W.W.S., 19th.

Mr. Adams.—Mr. Greaves reports that there are improvements, consisting of yards, fence, and hut. Their value is to be appraised. Whether of the value of £40 or not, the C.P. should doubtless be cancelled.—J.S.A., 22nd.

In accordance with the within minute of chief draftsman, and with decision on 69-6539 Misc., the conditional purchase of Robert Marshall should be cancelled.—22nd.

Cancellation noted on plans.—W.A.T., 11 March, /70.

No. 9.

MR. D. K. M'INTYRE (FOR MR. S. SMITH) TO THE SECRETARY FOR LANDS.

Roslyn Terrace,
Sydney, 15 December, 1869.

SIR,

Referring to the letter of the late Under Secretary for Lands, of the 29th ultimo, I have the honor to submit that there must be some error in the proceedings which have led to the proposed submission to arbitration, as the land in question is beyond a doubt subject only to the claims of the lessees of the Gyra Run in virtue of their improvements.

I have, &c.,

DUN. K. M'INTYRE,
(FOR SHEPHERD SMITH.)

Cannot be
obtained.
Gyra, 40 acres
improved land.

No. 7.

The application for this land, made by Mr. M'Intyre, on behalf of the Bank of New South Wales, was rejected on the surveyor's report that the improvements were not worth £40, and Mr. Smith, representing the Bank, was informed that the portion would be brought to auction sale unless within a month he signified his intention to appeal to appraisal. This he did by letter of the 29th October, but before any further steps could be taken the land in question was conditionally purchased by one Robert Marshall, as unimproved land; and in accordance with the usual practice in such cases, Messrs. Smith and Marshall were informed that the value of the improvements must be determined between them by reference to arbitrators by them severally appointed.

Mr.

Mr. M'Intyre has, I understand, personally objected to this mode of determining the matter, and has requested that the arbitration may be between the Government and the improver (the Bank), to the exclusion of the conditional purchaser, who would thus not be represented.

Whether Mr. M'Intyre's request should be complied with is a question for the decision of the Minister for Lands.—18th. (Written by Mr. Thomas.)

The C.P. cannot be allowed unless so as to exclude the improvements. The land certainly is not unimproved land. The question to be determined as between Mr. M'Intyre and the Government is the value of the improvements. If these do not amount to £40 in value, the purchase by Mr. M'Intyre, under the 8th section of the Alienation Act, would be contrary to the practice of the office, nor am I aware under what authority Mr. M'Intyre can claim to purchase in contravention of the practice; but it is quite clear that the conditional purchaser cannot be allowed to select as he proposes.—W.F., Dec. 21, 1869.

See letter from Mr. M'Intyre, in which he requests that Commissioner Harriott may be instructed to appraise the improvements. Whether Mr. M'Intyre's request should be complied with, or whether the appraiser for the district, Mr. Mann, should act, should perhaps be decided before effect is given to the above. Marshall's conditional purchase must, I apprehend, be cancelled under the decision recently given. The improvements are on a measured portion, which, if conditionally purchased, must be taken as measured.—6th. (Written by Mr. Thomas.)

To be appraised in the ordinary manner.

Immediate steps should be taken to give effect to decision as to cancellation of conditional purchase.—14th. (Written by Under Secretary.)

No. 10.

MR. D. K. M'INTYRE (FOR MR. S. SMITH) TO THE SECRETARY FOR LANDS.

Roslyn Terrace, Macleay-street, Sydney,
22 December, 1869.

SIR,

In my letter of the 15th instant, in reference to improvements on a portion of land on the west bank of the Gyrah River, I neglected to state that on the following grounds I consider Mr. Harriott, Commissioner of Crown Lands, Armidale, as suitable a person as can be appointed to appraise the value of these improvements:—

1st. He has experience in such matters.

2nd. The Government and the lessee having confidence in him can appoint him conjointly; and—

3rd. From his being Commissioner of Crown Lands his appointment will save expense.

Taking these facts into consideration, I hope Mr. Harriott will be appointed to appraise the value of the improvements referred to.

I have, &c.,

DUN. K. M'INTYRE,
(FOR SHEPHERD SMITH.)

Mr. Long.—In whose district is the land containing the improvements situated?—6th. (Written by Mr. Thomas.)

In Mr. E. P. Mann's district.—G.L., 6/1/70.

Mr. Mann will therefore, it is presumed, act on behalf of the Government in the appraisement of the improvements, in accordance with the decision on 69/6344 Misc., to which attention is invited.—6th. (Written by Mr. Thomas.)

Yes—pending the existence of present arrangements the usual practice will be followed.—14th. (Written by Under Secretary.)

No. 11.

THE UNDER SECRETARY FOR LANDS TO MR. S. SMITH.

Department of Lands,
Sydney, 17 January, 1870.

SIR,

In reference to the correspondence which has taken place on the subject of the improvements, in virtue of which you applied on behalf of the Bank of New South Wales to purchase 40 acres on the west bank of the Gyrah River, being portion 30, in the parish of Donald, which has since been conditionally purchased by Robert Marshall, I am directed to inform you that the Minister for Lands has now decided that Marshall's purchase must be cancelled, and that the value of the improvements effected by the Bank, which, according to the surveyor's report, are worth less than £40, will be referred to appraisement between the Government and the Bank, on your paying into the Treasury the appraiser's fee of £1 1s.

I have, &c.,

A. O. MORIARTY.

No. 12.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

Department of Lands,
Sydney, 17 January, 1870.

SIR,

I am directed to inform you that Mr. Shepherd Smith has received permission to pay into the Treasury, on behalf of the Bank of New South Wales, the sum of £1 ls., as the fee for appraising the value of improvements effected by the Bank on 40 acres, on the west bank of the Gyrah River, being portion 30, parish of Donald, and I am to request that you will receive the sum when tendered, and report to me when payment has been made.

I have, &c.,
A. O. MORIARTY.

No. 13.

MARSHALL v. SHEPHERD SMITH.

Appointment of Arbitrators under the "Crown Lands Alienation Act of 1861."

WHEREAS I, Robert Marshall, of Gyrah, near Armidale, in the Colony of New South Wales, farmer, have applied to purchase certain Crown Land, situate at Gyrah River, a description whereof is set out in the schedule hereinafter written; and whereas Shepherd Smith, Esquire, of Sydney, Manager of the Bank of New South Wales, claims the said land in virtue of improvements; and whereas the Minister of Lands has directed that the matter in dispute shall be settled by arbitration under the "Crown Lands Alienation Act of 1861"; and whereas I am desirous of appointing an appraiser on my behalf in the matter aforesaid: Now I, the said Robert Marshall, do hereby, in pursuance of the provisions of the "Crown Lands Alienation Act of 1861," appoint George Robert Allingham, of Armidale, in the Colony of New South Wales, arbitrator on my behalf, to ascertain the value of the said improvements.

In witness whereof I have hereunto set my hand, this 2nd day of March, 1870,—

R. MARSHALL.

Witness—JAMES ROBERTSON, Armidale.

SCHEDULE REFERRED TO.

40 acres, on the Gyrah River, being portion No. 30 of the parish of Donald, county of Sandon, to determine if the said 40 acres contained £40 worth of improvements on the 21st day of October, 1869.

I, the within-named George Robert Allingham, do solemnly and sincerely declare that I am not directly or indirectly interested in the matter referred to me, and that I will faithfully, honestly, and to the best of my skill and ability, hear and determine the matters referred to me under the "Crown Lands Alienation Act of 1861."

G. R. ALLINGHAM.

Subscribed and declared this 30th day of May, A.D. 1870, before me,—

W. A. B. GREAVES, J.P.,
Armidale.

No. 14.

THE UNDER SECRETARY FOR LANDS to MR. R. MARSHALL.

(C.P. 69/4088.)

Department of Lands,
Sydney, 8 March, 1870.

SIR,

I am directed to inform you, that the application made by you at Armidale, on the 21st October, 1869, for the conditional purchase of 40 acres of land, has been cancelled, being for improved land.

2. Enclosed is a form which on being filled up and forwarded to the Treasury, signed by you, together with your deposit receipt, will enable you at once to obtain the refund of the deposit paid on account of the above.

I have, &c.,
A. O. MORIARTY.
(For the Under Secretary.)

[Enclosure.]

New South Wales.

REVENUE REFUNDED.

Department of Lands, Conditional Purchase Branch, Dr. to Robert Marshall.

	Amount to be refunded.
	£ s. d.
For the following refund, viz. :—	
Land Office at Armidale; date of selection, 21st day of October, 1869; deposit paid on 40 acres;	
selection cancelled; deposit to be refunded on 40 acres	10 0 0

I certify that the amount charged in this voucher as to computation, casting, and rate, is correct, and that the refund is duly authorized in terms of the Audit Act.

A. O. MORIARTY, Under Secretary for Lands.

No. 15.

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No. 15.

THE UNDER SECRETARY FOR LANDS TO THE LAND AGENT, ARMIDALE.

Department of Lands,
Sydney, 8 March, 1870.

SIR,

I am directed to inform you that the application of Robert Marshall, on the 21st October, 1869, for the conditional purchase of 40 acres of land, has been cancelled, being for improved land.

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.,

A. O. MORIARTY,
(For the Under Secretary.)

No. 16.

MR. G. R. ALLINGHAM, EXTENDING TIME FOR MAKING AWARD.

Marshall *v.* Shepherd Smith.

Armidale, 30 April, 1870.

I HEREBY extend the time for making my award in the matter of the dispute in which I have been appointed arbitrator between Robert Marshall, of Gyrah, near Armidale, and Shepherd Smith, Esquire, Manager of the Bank of New South Wales, Sydney, to the 30th day of May, 1870.

G. R. ALLINGHAM.

Witness—JAMES ROBERTSON, Armidale.

No. 17.

THE UNDER SECRETARY FOR FINANCE AND TRADE TO THE UNDER SECRETARY FOR LANDS.

The Treasury,
New South Wales, 5 May, 1870.

SIR,

Referring to your letter of the 17th January last, I have the honor to inform you that the sum ^{No. 12} of £1 1s. has been paid into this office by Mr. Shepherd Smith, being the fee payable for appraising 40 acres on the west bank of the Gyrah River, parish of Donald.

I have, &c.,

HENRY LANE.

No. 18.

REPORT OF ARBITRATOR.

Appraisement by single appraiser.

To all to whom these presents shall come, I, Robert George Allingham, of Armidale, in the Colony of New South Wales, send greeting:—

WHEREAS on the 2nd day of March, in the year of our Lord one thousand eight hundred and seventy, I was duly appointed by Robert Marshall, of Gyrah, in the Colony of New South Wales, as the sole appraiser to fix and determine the value of improvements on certain unoccupied Crown Lands, situate at Gyrah River, a description whereof is set out in the Schedule in the paper writing hereto annexed, marked A.: And whereas I have entered upon the consideration of the value of the said improvements, and have heard and considered the evidence produced before me by or on behalf of the said Robert Marshall, no other person claiming to be heard: Now I, the said Robert George Allingham, do hereby declare the value of improvements erected on the land in dispute, on the 21st day of October, 1869, to be £22 10s.; and I assess and fix the costs of this appraisement payable to me at the sum of £2 10s., which said sum I direct shall be paid by Robert Marshall.

In witness whereof I have hereunto set my hand and seal, this 30th day of May, 1870.

G. R. ALLINGHAM,

Sole Arbitrator appointed.

The award as to value of improvements in this case precludes sale under the 8th clause. Should the portion now go on for auction?—G.L., 8/6/70. I think so.—J.S.A. Mr. Johnson, for auction accordingly.

[Enclosure to No. 18.]

A.

40 ACRES, situated on Gyrah River, parish of Donald, to ascertain the value of improvements erected thereon, on the 21st day of October, 1869.

G. R. ALLINGHAM.

No. 19.

MR. R. MARSHALL to THE SURVEYOR GENERAL.

Armidale, 20 June, 1870.

SIR,

Having been annoyed by the lessees of Gyrah Run trespassing on my additional selection, and making improvements thereon, I have the honor to request that you will be good enough to inform me, at your earliest convenience, if the Government intend to recognize the award which has been made in my favor, that I may take such steps as I may consider necessary?

I have, &c.,
ROBERT MARSHALL.

Probably Marshall should be informed that he cannot conditionally purchase improved land. The portion herein referred to is an area of 40 acres, on the Gyrah Run, under lease to Shepherd Smith, and contains improvements, his property, to the amount of £22 10s. He should also be informed that his conditional purchase application has been cancelled, and the land will go to auction.—G.L., 19/7/70.

Marshall should be informed that, as the improvements are on a measured portion which must be taken as measured, he cannot conditionally purchase the land; but the land is not yet, I think, in a position to go to auction. The application of Shepherd Smith to purchase it under the 8th clause has not been dealt with. Smith was told that, according to the surveyor's report, there were not improvements on the land of the value of £40; herewith he states that twelve months previously Surveyor Mann estimated the improvements at £36 10s., and that additional improvements, worth £10 or £20, were afterwards made. He appealed to appraisal, and paid the £1 1s. fee, and was informed that Marshall and himself should appoint an arbitrator to value the improvements. According to the papers he appears to have personally objected to this mode of deciding the matter, considering that the question of the value of the improvements was one between the Government and the improver, and not between the latter and the conditional purchaser. He seems to have taken no steps to act in the arbitration, and an award was duly sent in by Allingham, acting for Marshall. It has, however, been decided that all such proceedings are irregular; and as Marshall's interest in the land is disposed of, I submit that the improvements on the land should be appraised by the Government, and if found of insufficient value then that the parties be informed that the land will be brought to auction.—23rd July. (Written by Mr. Blackman.)

According to the surveyor's report it appears that the improvements at the date of Marshall's conditional purchase were under the value of £40; and the selection therefore (under the decision recently promulgated through the department) should stand, subject to appraisal, if the value be still disputed by Mr. Smith.—W.W.S., 7th.

Approved.—JOHN R.

No. 20.

MR. R. MARSHALL to THE SECRETARY FOR LANDS.

Armidale, 15 July, 1870.

SIR,

I wrote to you concerning the selection which was disputed between me and a man named Smith about a month ago, and have not had any reply to my letter since.

The land in question was left to arbitration, and the award being in my favour, and they are now trespassing and putting improvements on it. If you please write to me and let me know if Government will recognize the award which was made in my favour, as I want to commence and make improvements on it?

ROBERT MARSHALL,
Armidale.

No. 21.

MR. R. MARSHALL to THE DISTRICT SURVEYOR, ARMIDALE.

Armidale, 13 August, 1870.

SIR,

The arbitration between myself and Mrs. Mary M'Intyre having been given, I believe, in my favour, I wish you would inform me whether there is anything else required of me in this matter of my selection?

I have, &c.,
R. MARSHALL.

This is the case of a selector who desires to know if the Government recognize the arbitration it has called touching his claim to an additional selection on the Gyrah River. Marshall has seen me personally, and wishes authority from me to continue his improvements.—W. A. B. GREAVES, 5 Oct., 1870.

It cannot be gathered from these papers, nor from the conditional purchase books, that any arbitration took place in this matter.—28/10/70.

It is not stated in pencil memo. of 2nd November whether there has been any arbitration or not. The papers must have been returned I think before this.—W.W.S., 20 Dec.

Mr. Long.—Who would be the appraiser to act in this instance?—H.A.F., 9 May.

E. P. Mann.—G.L., 9 May, 1871.

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No. 22.

MR. R. MARSHALL to THE SECRETARY FOR LANDS.

Armidale,
17 September, 1870.

SIR,

Having been annoyed by the lessees of Gyrah Run trespassing on my additional selection, it being left to arbitration, and the award being in my favour, I have the honor to request that you will be good enough to inform me, at your earliest convenience, if the Government intend to recognize the award which has been made in my favour, that I may take such steps as I may consider necessary?

I have, &c.,
ROBERT MARSHALL.

No. 23.

MR. DISTRICT-SURVEYOR GREAVES to THE SECRETARY FOR LANDS.

MR. ROBERT MARSHALL selected portion No. 30 on the Gyrah River, on the 21st October, 1869, and has occupied ever since. On a claim made by the lessee of the Gyrah Station, Marshall's claim was referred to arbitration under the Crown Lands Alienation Act and an award given in his favour. He has written to the Minister for Lands several letters, requesting to be put in possession of his selection by the Minister recognizing the award thus given, and in consequence of no satisfactory or indeed any reply he is now annoyed by the present lessees of the run, and is in constant reference to me. I desire very much that Marshall should be recognized in his holding, as he informs me he is a very serious loser by the delay that has taken place.

W. A. B. GREAVES, 25/5/71, B.C., 71/45.

[Enclosure.]

Mr. R. Marshall to The Secretary for Lands.

Gyrah River,
24 May, 1871.

Sir,

The additional selection No. 30, which I selected on the 21st October, 1869, and which I am now fencing, and being annoyed by Mr. Fraser, proprietor of Gyrah Station, who says that if I continue fencing it I must do it at my own risk—It is the second time that Mr. Fraser has been annoying me about the land on my own premises, and I do not want to be annoyed by Mr. Fraser or any other gentleman.

I therefore sincerely request that you will see into the matter, and put a stop to it as soon as possible.

I have, &c.,
ROBERT MARSHALL.

No. 24.

MESSRS. FRASER, LEGH, AND ANDERSON to THE SECRETARY FOR LANDS.

(Received, 25 May, 1871.)
Gyrah, Armidale, New England.

SIR,

We do ourselves the honor to inform you that a portion of Crown Lands, forming part of this run, particulars of which are given on the margin, was selected some years ago by a person of the name of Marshall.

On the application of a former owner of the station this selection was cancelled as it contained improvements, and the matter referred to the District Surveyor, who reported that the improvements on the land were not of the value of £40.

Further improvements were then erected on the land by the lessee, after which Marshall again selected the land, and now claims it, together with the improvements, which consist of a hut, sheep-yard, and about 150 roods of split fencing.

We do ourselves the honor, as now owners of the run, to request that you would inform us whether we are entitled to remove the improvements from this portion of land, and thus end the matter in dispute?

We submit that it will be a very great hardship if Crown tenants are not allowed the right to remove improvements valued at less than £40 from land selected on their runs.

This run still stands in the name of Mr. Shepherd Smith, former owner.

We have, &c.,
FRASER, LEGH, & ANDERSON.County Sandon,
Donald, portion
30.

No. 25

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No. 25.

THE UNDER SECRETARY FOR LANDS TO MR. S. SMITH.

Department of Lands,
Sydney, 6 June, 1871.

SIR,

Referring to the correspondence which has taken place respecting the 40 acres on the "Gyrah" Run, in dispute between you and Robert Marshall, I am directed to inform you that it has been decided that the determination of the value of the improvements on this portion by arbitration between you and Marshall was irregular, and it has been set aside. I am now to apprise you that should you be still desirous to purchase the land in question the value of the improvements will be determined by appraisement between you and the Government; otherwise it will be brought to sale by auction.

I have, &c.,
W. W. STEPHEN.

No. 26.

MR. S. SMITH TO THE CHIEF COMMISSIONER OF CROWN LANDS.

Bank of New South Wales,
Sydney, 26 July, 1871.

SIR,

No. 25.

Referring to letter of the 6th ultimo from the Department of Lands, I now beg to make application for an appraisement of value of the improvements on the land, portion 30, parish of Donald, county of Sandon, with the view to purchase.

I have, &c.,
SHEPHERD SMITH,
General Manager.

No. 27.

MR. C. M. PALMER TO THE CHIEF COMMISSIONER OF CROWN LANDS.

Bank of New South Wales,
Sydney, 21 September, 1871.

SIR,

No. 26.

On behalf of Mr. Shepherd Smith I do myself the honor to refer you to his letter of the 26th July last, making an application for an appraisement of value of the improvements on the land, portion No. 30, parish of Donald, county of Sandon, with the view to purchase, and to request that you will favour us with the desired information.

I have, &c.,
CHAS. M. PALMER,
Assistant Secretary.

ACTION should I think be taken on these papers in Alienation Branch. It appears that Marshall has selected certain land claimed by the lessees of Gyrah Run in virtue of improvements. The surveyor reported the improvements to be worth *less than* £40, and therefore not a bar to conditional purchase. The lessees were however allowed to determine the value of the improvements by appraisement; this was done on behalf of Marshall only, and the value placed at £22 10s. It has been decided that the appraisement of improvements should be between the Crown and the owner, and not between the conditional purchaser and the owner; the before-mentioned proceedings, as also all similar proceedings, was deemed irregular (see memo., 23 July), and the parties claiming the improvements were informed in terms of Mr. Stephen's memo. of 7th August.

Marshall, who does not appear to have been informed that the appraisement was irregular, now asks to be placed in peaceable possession of his conditional purchase, the value of the improvements under the appraisement not being a sufficient bar to his conditional purchase, and the lessees ask for an appraisement to be made.—C.E.F., *pro*. Chief Draftsman, 3 Oct., /71.

Papers for Mr. L. Thompson for instructions as to fresh appraisement.

No. 28.

THE UNDER SECRETARY FOR LANDS TO MESSRS. FRASER, LEGH, AND ANDERSON.

Department of Lands,
Sydney, 25 September, 1871.

GENTLEMEN,

No. 27.

Referring to your letter, without date, on the subject of Thos. Marshall's conditional purchase of portion of the Gyrah Run, in the New England District, I am directed to forward for your information and guidance the accompanying copy of a letter which was addressed to Mr. Shepherd Smith, the former lessee, from which you will perceive that the question of the value of the improvements on the land selected by Marshall is one to be determined by appraisement between the lessees and the Government.

I have, &c.,
W. W. STEPHEN.

[Enclosure

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[Enclosure to No. 26.]

The Under Secretary for Lands to Mr. S. Smith.

Department of Lands,
Sydney, 6 June, 1871.

Sir,

Referring to the correspondence which has taken place respecting the 40 acres on the Gyrah River, in dispute between you and Robert Marshall, I am directed to inform you that it has been decided that the determination of the value of the improvements on this portion by arbitration between you and Marshall was irregular, and it has been set aside. I am now to apprise you that should you be still desirous to purchase the land in question, the value of the improvements will be determined by appraisalment between you and the Government; otherwise it will be brought to sale by auction.

I have, &c.,
W. W. STEPHEN.

No. 29.

MESSRS. FRASER, LEGH, & ANDERSON, to THE UNDER SECRETARY FOR LANDS.

Gyrah, Armidale,
New England,
10 October, 1871.

SIR,

In reply to your letter of the 25th ultimo (number on margin), and referring to your letter of the 6th June, addressed to Mr. Shepherd Smith, a copy of which we have the honor to acknowledge receipt of along with the above letter, and the number of which we give on the margin,—we now* herewith enclose a formal application for the appraisalment of the improvements in question and which we trust you may find in proper form.

We have, &c.,
FRASER, LEGH, & ANDERSON.

Mr. Long,—Who is to appraise?—8 Dec., /71.

Mr. E. P. Mann is the Government Appraiser.—G.L., 8 Dec.

Gyrah Run, District of New England, is held under a promise of lease by Shepherd Smith.—G.M.,
8 Dec.

No. 30.

THE UNDER SECRETARY FOR LANDS to MR. R. MARSHALL.

Department of Lands,
Sydney, 31 October, 1871.

SIR,

In reference to the correspondence which has taken place respecting the 40 acres of land on the Gyrah Run, portion 30, parish of Donald, in dispute between you and the lessees of that run, I am directed by the Minister for Lands to inform you that it has been decided that the determination of the value of the improvements by arbitration between you and the lessees of the run was irregular, and it has been set aside.

2nd. I am now to apprise you that the value of the improvements will be determined by appraisalment on behalf of the Government and the owner of the improvements.

3rd. The necessary instructions for appraisalment will be issued in the course of a few days, and on the receipt of the award you will be further communicated with.

I have, &c.,
W. W. STEPHEN.

No. 31.

MR. R. MARSHALL to THE SECRETARY FOR LANDS.

Armidale, 12 December, 1871.

SIR,

I am in receipt of your letter dated 31 Oct., 1871, informing me that the Government had decided that the arbitration of the value of the improvements by arbitration between you and the lessees of Gyrah Run, was irregular, and it has been set aside.

I have the honor to inform you that in accordance with your letter of 29th Nov., 1869, I appointed an arbitrator, and on 2nd March, 1870, I gave notice by post to Shepherd Smith, Esq., that I had done so. After the lapse of the stipulated time, my arbitrator proceeded to value, and on the faith of that value I proceeded to fence the whole of the block of land with a good three-rail fence, at a cost of over £25, and think it exceedingly hard that I should be put to any further trouble after giving time, money, and labour.

Yours, &c.,
ROBERT MARSHALL.

This case is fully stated in 71/4331 (enclosed). Marshall now raises objection to the course which has been taken, stating, that on faith of an appraisalment resulting in his favour, he has made further improvements at a cost of £25.—(Written by Mr. Thompson) 25 Jany.

Mr. Blackman,—I should like a full statement of this case, as it does not appear to me to be stated in 71/4331, nor does there appear to have been any decision on the case.—J.B.W., 27 Jany.

No. 32.

No. 32.

APPOINTMENT OF APPRAISER BY GOVERNMENT.

WHEREAS on the 21st October, 1869, Robert Marshall, of Armidale, in the Colony of New South Wales, has conditionally purchased under the 21st section of the Alienation Act, 40 acres on the Gyra Run; and whereas Mr. Shepherd Smith, of Sydney, in the Colony of New South Wales, has objected to the purchase by Robert Marshall on the ground of his having improvements thereon to the value of £40, and of which land a description is set out in the Schedule hereinafter written: Now I, the Under Secretary for Lands, having been duly authorized by the Minister for Lands, in pursuance of the powers vested in him under and by virtue of the "Crown Lands Alienation Act of 1861," do hereby appoint Edward Peter Mann, of Armidale, in the Colony of New South Wales, to be the appraiser on behalf of the Crown, to appraise the value of the improvements on the said land at the date on which it was conditionally purchased by Marshall.

In witness whereof, I have hereto set my hand, this 9th day of January, 1872,—

LINDSAY G. THOMPSON.
(For the Under Secretary.)

Schedule referred to:—

40 acres, portion 30, parish of Donald, Gyra Run, county of Sandon.

I, the within-named Edward Peter Mann, do solemnly and sincerely declare, that I am not directly or indirectly interested in the matter referred to me, and that I will faithfully and honestly, and to the best of my skill and ability, hear and determine the matters referred to me under the "Crown Lands Alienation Act of 1861."

EDW. P. MANN.

Subscribed and declared this 23rd day of January, A.D. 1872, before me,—

C. D. FENWICK, J.P.

No. 33.

MR. E. P. MANN NOMINATED AND APPOINTED APPRAISER.

(A.)

WHEREAS I, Shepherd Smith, of Sydney, in the Colony of New South Wales, have made application to purchase certain unoccupied Crown Lands, situate at Gyrah Station, parish of Donald, portion 30, a description whereof is set out in my letter to the Minister for Lands, bearing date 21st September, 1871; and the Minister for Lands has intimated that he is willing to appoint Mr. Edward Peter Mann, of Armidale, in the Colony of New South Wales, to appraise the value of the said land on behalf of the Government; and whereas I am desirous of concurring in the appointment of the said Mr. Edward Peter Mann as such appraiser as aforesaid: Now therefore, I, the said Shepherd Smith, do hereby nominate and appoint the said Edward Peter Mann to be appraiser on my behalf, to the intent that upon his being appointed by the Minister for Lands, as appraiser on behalf of the Government, he may, as sole appraiser, determine the matters aforesaid.

In witness whereof, I have hereunto set my hand, this 25th day of January, A.D. 1872,—

SHEPHERD SMITH.

No. 34.

STATEMENT—SHEPHERD SMITH *versus* MARSHALL—GYRAH RUN.

IN June, 1869, Shepherd Smith (Bank of New South Wales) applied to purchase under the 8th clause of the Alienation Act, 40 acres, Gyrah River, being portion No. 30, parish of Donald, county of Sandon. The surveyor reported that the improvements on this portion were of insufficient value to confer a right to purchase. Smith then signified his intention to appeal to appraisement, and paid the fee, but before any steps in this respect could be taken, Robert Marshall conditionally purchased the land as unimproved, and according to the practice in force at the time, both Smith and Marshall were informed that the value of the improvements must be determined between them by reference to arbitrators severally appointed.

Smith objected to this course, contending that the questions of the value of the improvements was one between the improver and the Government, and took no steps in the arbitration, and the award was duly given in favour of Marshall.

It was subsequently decided that this arbitration was irregular and should be set aside, and that the value of the improvements should be determined between the Government and the owner to the exclusion of the conditional purchaser (in fact, as had been suggested by Mr. Smith).

Mr. Smith was apprised of this decision, and he asked that the appraisement might proceed, whereupon instructions issued.

Marshall now raises objections to this second appraisement, stating that on faith of an award already given in his favour he has since fenced the land at cost of £25.

L.S.T., 6/2/72.

Crown Law Officers,—Under this statement can first arbitration be set aside?—J.B.W., 7 Feb.

The Crown Solicitor,—W.W.S., B.C., 10 Feb., 1872.

To be returned.

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No. 35.

REPORT OF APPRAISER.

Appraisement by single Appraiser.

To all to whom these presents shall come, I, Edward Peter Mann, of Armidale, in the Colony of New South Wales, send greeting:—

WHEREAS on the 9th day of January, in the year of our Lord one thousand eight hundred and seventy-two, I was duly appointed by the Minister for Lands, and on the 25th day of January, in the year of our Lord one thousand eight hundred and seventy-two, by Shepherd Smith, of Sydney, in the Colony of New South Wales, as the sole appraiser to fix and determine the price or value on 21st October, 1869, of the improvements on certain Crown Lands situate at Gyra, a description whereof is set out in the Schedule in the paper writing hereto annexed, marked 71/4950; and whereas I have entered upon the consideration of the value of the said land, and have heard and considered the evidence produced before me, by or on behalf of the Minister for Lands and the said Shepherd Smith: Now I, the said Edward P. Mann, do hereby declare the sum of £40 to be the value of the said improvements, and I assess and fix the costs of this appraisement payable to me at the sum of £2 10s., which said sum I direct shall be paid by the Minister for Lands.

In witness whereof I have hereunto set my hand, this 11th day of March, A.D. 1872.

The abovenamed value is the cost of first erecting the improvements at the time the land was conditionally purchased; I believe they had been erected about a year or two.

EDW. P. MANN.

Mr. Thompson,—Fresh instructions for the appraisement of the value of the improvements on this land were issued as between the Government and the improver in accordance with an opinion of the late Solicitor General; the award now received estimates the value of such improvements at £40, at the date of their first erection, and not at the date of selection, which took place a year or two afterwards. May the appraisement be received as it now stands, or should the case be referred back to the appraiser for more information? He was instructed in the appointment to appraise the value of the improvements at date of Marshall's conditional purchase; if so done their value might be less.—H. A. FITZPATRICK, 5/6/72.

Mr. Mann's failure to carry out the instructions issued to him will necessitate the issue of fresh instructions, and will further involve this already complicated case.—13/6/72.

No. 36.

THE CROWN SOLICITOR TO THE UNDER SECRETARY FOR LANDS.

Crown Solicitor's Office,
Sydney, 23 March, 1872.

SIR,

I have the honor to return the papers relating to the Gyrah Run, and the claims of Shepherd Smith and Marshall, and to state that I have laid them before Mr. Solicitor General Windeyer, who has been pleased to write an opinion on the matter, a copy of which I send you on the adjoining half-sheet.

I have, &c.,
JOHN WILLIAMS,
Crown Solicitor.

Under the opinion of the Honorable the Solicitor General the arbitration as between Mr. Smith and the Government may now proceed.—J.B.W.

Mr. Long,—Who will be the appraiser in this case?—H.A.F., 17 April, 1872.

Mr. E. P. Mann is the appraiser of the district.—G.L., 18 April.

[Enclosure to No. 36.]

Copy of Opinion.

I AM of opinion that Smith cannot be bound by the arbitration which has taken place, and that if the Minister for Lands decides to have another arbitration to settle the dispute between Mr. Smith and the Government he can do so without reference to Marshall.

W.C.W., S.G., 22/3/72.

No. 37.

MR. R. MARSHALL TO THE SECRETARY FOR LANDS.

Gyrah, near Armidale,
14 June, 1872.

SIR,

About three months ago, Mr. Surveyor Mann called at my free selection, No. 30, parish of Gyrah, near Armidale, to value certain improvements alleged to have been made by a former lessee of Gyrah Run, and told my wife he had been appointed an arbitrator to value the improvements on the ground for the present lessee of the run, I being from home at the time.

I have now to inform you, if Mr. Mann possessed such power, he has valued improvements made by me, as I had erected 99 rod of a 3-rail dividing-fence at my own expense, and I have erected 69 rod of a 3-rail fence since the arbitration, duly appointed by Government, was given in my favor by Mr. Allingham, the arbitrator, and which award has been sent to you. The value of the improvements by such award was £25 8s. 6d.

Had

Had Mr. Mann called upon me to point out the improvements erected by me since the date of selection, and the improvements also made by the present lessee of the run since I selected, he would not have screwed the value of the improvements up to £40, which I am informed he has done.

I respectfully request an inquiry into the matter at your earliest convenience.

I have, &c.,

ROBERT MARSHALL.

No. 38.

THE UNDER SECRETARY FOR LANDS TO MR. E. P. MANN.

Department of Lands,
Sydney, 1 July, 1872.

SIR,

Referring to former instructions sent to you for your guidance in the appraisalment of lands, I now forward the documents necessary to enable you to appraise the value of the improvements on the land particularized in the annexed Schedule.

I have, &c.,

LINDSAY G. THOMPSON,
(For the Under Secretary.)

NOTE.—The 28th section, clause 6, of the "Crown Lands Alienation Act of 1861," provides that a single appraiser or arbitrator must make his award *within sixty days* after his appointment, or within such extended time, if any, not exceeding thirty days, as shall have been duly appointed by him. Failure on part of any appraiser or arbitrator to comply with the terms of this section will, in the absence of sufficient explanation, involve the forfeiture of half the amount of appraisalment fee, *i.e.*, ten shillings in each case.

P.S.—These instructions are issued in lieu of those of the 9th January last. The appraisalment should have been made of the value of the improvements existing on land at the date of selection by Marshall, and not the cost of first erection, as incorrectly made by Mr. Mann in his previous award.

Registration No.	Name of Applicant.	Area.	Portion.	Section.	Situation of Land.
Ms. 72 2351	Shepherd Smith v. Marshall	a. r. p. At date of selection. 40 0 0	30	.....	Parish of Donald, on the Gyra Run.

I am unable to make this award without entering into an investigation, for which I should require a special payment, as it would occupy me a long time and delay other pressing duties. I have already been engaged two days on the subject.

In March last, when I saw the improvements in question, I considered them worth £36.—E. P. MANN, 26 July, 1872.

Mr. Johnson,—Papers herewith. In some of these special cases the usual fee of £1 1s. is not sufficient compensation to the appraiser for loss of time occasioned by having to make his award. Mr. Smith paid the fee of £1 1s. in this instance, and anything over this amount paid to the appraiser the Government will be clearly at the loss of. Perhaps Mr. Mann may be allowed something extra for this appraisalment; but in future the parties seeking an appraisalment should be called upon to pay any additional cost the Government may be put to.—H.A.F., 24/9/72.

The cost of reappraisalment, caused by an informality in the appraisalment instructions, cannot be cast on the appraiser. The necessity for the *first reappraisalment* was clearly not caused by any fault of his. The necessity for the *second reappraisalment* is quite another matter. It will be seen that in the body of the first reappraisalment the appraiser, Mr. Knapp, states that on the 21st October, 1869 (the date of Marshall's conditional purchase), the improvements were worth £40, which valuation would have the effect of depriving Marshall of any claim to the land; but Mr. Mann attaches a foot-note to this award to the effect that the improvements were valued at *the cost of first erection*, being about a year or two *before* appraisalment, which note, when read in conjunction with his memo. of the 26th July last (hereon), would establish Marshall's claim as against the lessee. The case is therefore submitted for decision as to whether the reappraisalment is informal or not.—T.H.J., 2 Oct.

I think that under the circumstances the reappraisalment should hold good.—W.W.S., 23 Oct.

Approved.—J.S.F., 25/10/72.

N.B.—The memo. makes the appraised value of the improvements at time of selection under £40. (Written by the Minister.)

Inform Mr. Smith and then send to Alienation Branch for further action.—26th. (Written by Mr. Johnson.)

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No. 39.

THE UNDER SECRETARY FOR LANDS to MR. S. SMITH.

Department of Lands,
Sydney, 8 November, 1872.

SIR,

With reference to the dispute existing between Mr. Robert Marshall and yourself, as to the value of the improvements on portion 30, containing 40 acres, on the Gyrah Run, conditionally purchased by Marshall, I am directed to inform you, that under the award made by Mr. E. P. Mann, which shows the value of improvements at date of selection to be worth less than £40, the Minister for Lands has decided that Marshall's selection must hold good, and your application to purchase the land in question, in virtue of improvements, cannot be entertained.

I have, &c.,
W. W. STEPHEN.

No. 40.

THE UNDER SECRETARY FOR LANDS to THE UNDER SECRETARY FOR FINANCE AND TRADE.

(C.P. 69/4088.)

Department of Lands,
Sydney, 20 November, 1872.

SIR,

I am directed to state, for your information, and for notation in the Treasury books, that the cancellation, notified to you in the March 1870 list of cancellations, of Robert Marshall's conditional purchase of 40 acres, made at Armidale on the 21st October, 1869, has been revoked, and the purchase stands now in his name, as before.

I have, &c.,
WM. BLACKMAN,
(For the Under Secretary.)

No. 41.

THE UNDER SECRETARY FOR LANDS to THE LAND AGENT, ARMIDALE.

(C.P. 69/4088.)

Department of Lands,
Sydney, 20 November, 1872.

SIR,

I am directed to inform you, that the cancellation, notified to you by my letter of the 8th No. 15. March, 1870, of Robert Marshall's conditional purchase of 40 acres, on the 21st October, 1869, has been revoked, and the purchase stands now in his name, as before.

I have, &c.,
WM. BLACKMAN,
(For the Under Secretary.)

No. 42.

THE UNDER SECRETARY FOR LANDS to MR. R. MARSHALL.

Department of Lands,
Sydney, 20 November, 1872.

SIR,

With reference to your letter of the 14th June last, respecting the proposed reappraisal No. 37. of the improvements on the 40 acres of land, selected by you at Armidale on 21st October, 1869, at date of your application, I am directed to inform you, that the improvements alluded to have been reappraised, and that, as it appears from the award of the appraisers that they were not worth £40 at date of selection, the conditional purchase in question will stand good.

I have, &c.,
WM. BLACKMAN,
(For the Under Secretary.)

[One plan.]

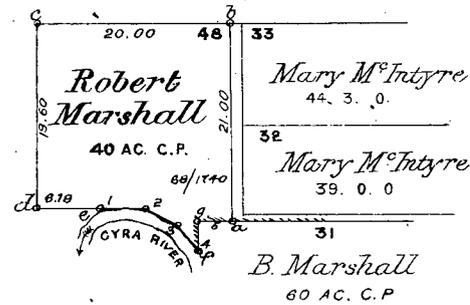
TRACING
OF PORTION 48
PARISH OF DONALD, COUNTY OF SANDON.
Scale 20 Chains to an Inch.

APPENDIX

	BEARING	DISTANCE
1	268°	4.20
2	299°	5.34
3	333½°	3.00
4	180°	3.36
5	270°	3.50

	BEARING	LKS.	FROM	Nº ON TREE
a			STAKE	
b	87°	34	STGYB	48
c	233°	22	PEPPT	48
d	65°	20	ST B	48
e	15°	29	PEPPT	48
f			STAKE	
g			POST	

*Measured for Rob^t Marshall
Under Section 21. C.L.A. Act of 1861.*



(Sig. 177)

*Transmitted to the Surveyor General with my
Letter of the same Number and Date.
December 21st
1868/103.*

E. P. Mann, Lic^d Surv^r

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

JOHN ROCHE ARDILL.

(PETITION RELATIVE TO SURVEY OF CERTAIN RUNS.)

Ordered by the Legislative Assembly to be printed, 12 February, 1873.

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

The humble Petition of John Roche Ardill, a Licensed Surveyor of New South Wales,—

RESPECTFULLY SHOWETH:—

That in the year 1867 your Petitioner made certain surveys in the Lachlan District, under the following conditions:—

That your Petitioner was given to understand that there was certain runs of vacant country in the Lachlan District, which had been tendered for by certain parties as runs for pastoral purposes, but that the Government had for the last thirteen years denied the existence of such country.

That your Petitioner entered into correspondence with the Chief Commissioner for Crown Lands on the subject, but that that officer informed your Petitioner that there was no vacant Crown Lands in the vicinity alluded to.

That your Petitioner then wrote a letter to the said Chief Commissioner of Crown Lands, asking if your Petitioner could show beyond the possibility of a doubt that the land was vacant would the parties who tendered for it get it. To this letter your Petitioner did not receive a reply, and he addressed a second letter to the same purpose, and with the same result.

That your Petitioner then went to Binalong, and there saw the local Commissioner of Crown Lands, who informed your Petitioner that there was not one perch of vacant country in that neighbourhood, but that if your Petitioner could show by actual survey that the runs were vacant, the parties who tendered for those runs should get them.

That from this encouragement your Petitioner entered into an agreement with the parties who tendered for the runs, that if he could show the country to be vacant, and that they got the runs, your Petitioner was to get fifty pounds for each run.

That your Petitioner, after about three months of hard labour to himself and four men, during which time the party suffered great privation, being in one instance for two whole days without water, owing to the sterile nature of the country, and the distance the river Lachlan proved to be from the Humbug or Yuglo Creek, and which entire distance was not shown on the Government plans, in consequence of which your Petitioner was deceived as to distance, and did not provide a sufficient supply of water.

That your Petitioner had to survey several old runs, in order to prove that the country tendered for was vacant, and on the 30th day of December, 1867, sent in his plans in four sections, extending from the Yuglo Creek to the Lachlan River, nearly two hundred miles, and which plan showed four runs namely,—Tea-tree Creek, tendered for by James White, Booramble South, or Maria's Lake East, Monument Flats, and Kalkoberto North, tendered for by Mrs. Wood and Walsh,—to be vacant.

That in the month of January, 1869, the Government caused the three latter runs to be sold by public auction, in Sydney, and that those three runs brought a rental of one hundred and seven pounds yearly, and a premium of six hundred pounds, and your Petitioner does not know how the fourth run, namely, Tea-tree Creek, was disposed of, but that James White, who tendered for it, did not get it.

That your Petitioner would have no claim against the Government were the runs legitimately disposed of, or the Land law allowed to take its course, for these runs never were leased, never were forfeited, and consequently could not legally be sold by auction, particularly not only to the prejudice of your Petitioner, but also to the parties who tendered for these runs.

That your Petitioner, on the receipt of information, that the runs were sold, sent in a bill to the Government, by which he claimed the cost of survey, namely, two hundred pounds, and which sum, or any part thereof, the Government refused and still refuses to pay.

Your Petitioner therefore prays that your Honorable House may be pleased to take these premises into your consideration, and grant relief; and your Petitioner, as in duty bound, will ever pray.

JOHN ROCHE ARDILL.

Molong, January 28th, 1873.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

JOHN ROBARDS.

(PETITION RELATIVE TO HIS FREE SELECTIONS AT MOLONG.)

Ordered by the Legislative Assembly to be printed, 4 March, 1873.

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

The humble Petition of John Robards, now an ostler in Molong, but late Free Selector at "The Shades," near Molong,—

RESPECTFULLY SHOWETH:—

That your Petitioner, in the year of our Lord one thousand eight hundred and sixty-five did select two portions of land at "The Shades," near Molong, as conditional purchases under the 16th and 22nd sections of the "Crown Lands Alienation Act of 1861"—one portion of fifty acres on the 1st of June, and one portion of forty acres on the 6th of July.

That previous to your Petitioner's selection, one Claudius Smith, an infant, by his agent, John Smith, had selected under the 16th section of the same Act, one hundred and sixty acres, the date of which selection was the 8th of July, 1862, being three years prior to your Petitioner's selection, and though three years had elapsed yet this one hundred and sixty acres was not surveyed, and that your Petitioner employed at his own expense a duly qualified licensed surveyor, who surveyed it and your Petitioner's two portions.

That in about twelve months after your Petitioner's selection, and four years after Claudius Smith's selection, the Government surveyor surveyed the land, paying no attention whatever to the previous survey, and so surveyed Claudius Smith's land as to make it embrace the greater part of your Petitioner's land.

That your Petitioner would particularly invite the attention of your Honorable House to the fact that the said survey was not made in accordance with the Land Act, or the Regulations thereunder, nor in conformity with the descriptions of the selector as deposited in the Lands Office, but by some rule, to your Petitioner unknown, which made the land to represent an indescribable figure, the outlines of which puzzled a licensed surveyor to trace on the ground.

That in consequence of this curious survey both your Petitioner's selections were cancelled, and in about eighteen months after your Petitioner's deposit money was refunded, and that on the contrary, had the survey been correct, your Petitioner could not be deprived of his conditional purchases.

That at the time of selection your Petitioner had a good team of twelve working bullocks, and every other appliance necessary for carrying on the working of a farm, but that when your Petitioner was deprived of his land that he had to sell bullocks, dray, &c., in order to liquidate certain debts incurred while clearing, stumping, and fencing the said selections.

That Claudius Smith never occupied nor resided on his selection, and that it was subsequently sold by auction at Molong, and that the said cancellation should have been made at the time of your Petitioner's selection, as the land had not been occupied during the three previous years.

That your Petitioner lost through this transaction about three hundred pounds, and was compelled to take the menial occupation of ostler, in order to support his wife and children.

Your Petitioner therefore prays that your Honorable House may be pleased to take these premises into your just consideration, and grant relief; and your Petitioner, as in duty bound, will ever pray.

JOHN ROBARDS.

Molong, Feb. 22nd, 1873.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

PETITION OF JAMES TWADDELL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *March*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES NO. 57. TUESDAY, 4 MARCH, 1873.

11. PETITION OF JAMES TWADDELL:—Mr. Garrett moved, pursuant to notice,—

(1.) That a Select Committee be appointed, with power to send for persons and papers, to further consider and report upon the Petition of James Twaddell, presented to Parliament on the 18th March, 1870, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861, on his rented Crown Land, in the Pastoral District of Wellington.

(2.) That the Evidence taken before a Select Committee of the Legislative Assembly, in the Session of 1870-71, upon this petition, be referred to the Select Committee now appointed.

(3.) That such Committee consist of Mr. Farnell, Mr. Fitzpatrick, Mr. Neale, Mr. Stewart; Mr. J. S. Smith, Mr. Combes, Mr. Lackey, Mr. Warden, Mr. Booth, and the Mover.

Debate ensued.

Question put.

The House divided.

Ayes, 16.

Mr. Butler,	Mr. Warden,
Mr. G. A. Lloyd,	Mr. Terry,
Mr. Farnell,	Mr. Driver,
Mr. Sutherland,	Mr. Cunneen,
Mr. J. S. Smith,	Mr. Lackey,
Mr. Robertson,	<i>Tellers.</i>
Mr. Lucas,	
Mr. Cummings,	Mr. Macintosh,
Mr. Single,	Mr. Garrett.

Noes, 7.

Mr. Forster,
Mr. Bennett,
Mr. Scholey,
Mr. Fitzpatrick,
Mr. Tunks,
<i>Tellers.</i>
Mr. Wearne,
Mr. Stewart.

And so it was resolved in the affirmative.

VOTES, No. 66. MONDAY, 17 MARCH, 1872.

4. PETITION OF JAMES TWADDELL:—Mr. Garrett, as Chairman, brought up a 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 Petition was referred on 4th March, 1873.
Ordered to be printed.

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1872-3.

 PETITION OF JAMES TWADDELL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 4th March, 1873, *with power to send for persons and papers, to further consider and report upon the Petition of James Twaddell, presented to Parliament on the 18th March, 1870, complaining of injury and loss of property sustained by him on account of the discovery of gold in 1861, on his rented Crown Land, in the Pastoral District of Wellington, to whom was referred, on the same date, the Evidence taken before a Select Committee on the same subject in the Session of 1870-71,—beg to report to your Honorable House,—*

That having carefully considered the evidence referred to them by your Honorable House, and also the evidence of the Witnesses named in the list,* your Committee are of opinion :—

1. That the Petitioner has proved the allegations contained in his petition, as to the holding of runs in 1861, in the pastoral district of Wellington, under the Orders in Council.
2. That in that year his runs were trespassed upon by large numbers of persons, in search of and digging for gold, under the authority of the Crown.
3. That by such trespass the Petitioner was seriously damaged in a pecuniary sense.
4. That the Petitioner should be compensated by the Crown for such damage.
5. That the amount of such damage should be ascertained by the Government in the usual way.

THOS. GARRETT,
Chairman.

No. 2 Committee-room,
Sydney, 17 March, 1873.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 6 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Garrett, | Mr. Lackey,
Mr. J. S. Smith.

Mr. Garrett called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Petition of James Twaddell, *read* by the Clerk, as follows :—

“ 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 £220 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.”

Printed copies of the Report and evidence *referred* before the Committee.

Committee deliberated.

Clerk directed to send to each Member of the Committee a copy of the Report and Evidence *referred* by the House.

Ordered,—That Mr. James Twaddell be summoned to give evidence next meeting.

Adjourned to Tuesday next, at *half-past two* o'clock.

TUESDAY, 11 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Garrett in the Chair.

Mr. Combes, | Mr. Farnell,
Mr. Booth.

Mr. James Twaddell called in and examined.

Mr. James F. Williams called in and examined.

Witness withdrew.

Mr. C. R. Bidwell called in and examined.

Witness withdrew.

Mr. R. G. Mitchell called in and examined.

Witness withdrew.

Mr. Twaddell further examined.

Witness withdrew.

Committee deliberated, and decided to meet on Thursday next, at *half-past two* o'clock, to consider Report.

Adjourned accordingly.

THURSDAY,

THURSDAY, 13 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Garrett in the Chair.

Mr. Combes, | Mr. Stewart.

Chairman submitted *Draft Report*, same read 1° and considered. A Member having left the room, there was no quorum present.

Adjourned until *to-morrow* at three o'clock.

FRIDAY, 14 MARCH, 1873.

MEMBER PRESENT:—

Mr. Garrett.

In the absence of a quorum, the meeting called for this day lapsed.

MONDAY, 17 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Garrett in the Chair.

Mr. Combes, | Mr. Stewart,
Mr. Booth, | Mr. Warden.

Chairman's *Draft Report* read 2° paragraph by paragraph.

Paragraph 1 read and agreed to.

Paragraph 2 read amendment proposed (*Mr. Stewart*),— to omit the words "*under the authority of the Crown*," at the end thereof.

Question,—That the words proposed to be omitted be so omitted,—*put*.

Committee divided.

Aye, 1.

Noes, 3.

Mr. Stewart.

Mr. Combes,
Mr. Booth,
Mr. Warden.

So it was resolved in the negative.

Paragraph, as read, agreed to.

Paragraph 3 read and agreed to.

Paragraph 4 read.

Question,—That paragraph 4, as read, stand part of the Report.

Committee divided.

Ayes, 3.

No, 1.

Mr. Combes,
Mr. Booth,
Mr. Warden.

Mr. Stewart.

So it was resolved in the affirmative.

Paragraph 5 read and agreed to.

Motion made (*Mr. Combes*), and Question,—That the *Draft Report* of the Chairman be the Report of this Committee,—*put*.

Committee divided.

Ayes, 3.

No, 1.

Mr. Combes,
Mr. Booth,
Mr. Warden.

Mr. Stewart.

Chairman to report to the House.

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1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON

MR. JAMES TWADDELL.

TUESDAY, 11 MARCH, 1873.

Present :—

MR. BOOTH,
MR. FARNELL,MR. COMBES,
MR. GARRETT.

THOMAS GARRETT, Esq., IN THE CHAIR.

Mr. James Twaddell called in and examined :—

1. *Chairman.*] You are the person who petitioned the Legislative Assembly in March, 1870, relative to a claim you have for compensation for loss sustained by you in consequence of the discovery of gold on your run? The same.
2. You also petitioned the Minister in 1862 on the same subject? In 1863, I think it was.
3. You applied personally to the Minister in 1862 or '63? Yes; it was either in '63, or toward the latter end of '62.
4. Did you petition Parliament at that time? Yes. A petition was sent in in 1863, but I believe it got lost in some way.
5. To whom did you entrust it? I entrusted it to Mr. Macintosh, of Bathurst, to have it delivered, and I believe it was sent down, but when inquiry came to be made it could not be heard of. Mr. Charles Cowper, jun., was Clerk of the Council at the time, and he said he could find no trace of it.
6. Then the petition went to the Executive Council? Yes, I believe so.
7. There was a Committee appointed by the Assembly, in 1871, to inquire into your case? There was.
8. And you gave evidence before that Committee? I did.
9. Have you lately read over the evidence which you gave before that Committee? The greater portion of it I have.
10. Have you any further evidence to offer beyond that which you have given before that Committee? Yes; I have some further evidence to adduce to prove the amount of capital I have lost.
11. Will you give us the particulars of what you consider to have been your loss? I consider that I lost at that time some 2,200 head of cattle from the gradual driving off of the cattle from the run by the occupation of the diggers. I had that number actually counted out of the yard in Mr. Speck's presence. After 1862 I never could manage to get a muster of them at all. They were brought into the yard for Mr. Speck to pick fat cattle out of, and I then had them counted, and there were 2,200 head; besides that there were many more out on the run, which had not been brought in. Allowing for what I sold there would be actually 2,000 head mustered.
12. Then you mustered 2,200 head, and allowing for what you sold, you consider you lost 2,000 head? Yes, quite that.
13. You would have had that number at your next muster? I do not reckon what the next muster would have been, because when I found my run taken up and my cattle disappearing, I got together 1,000 head, and took them off the run. After that I never got a muster at all, but got them in just as I could find them on the run, in lots of 20 or 30 or 40 head.
14. You reckon then that after taking away all these lots of cattle you were short of your number by 2,200 head? Yes, that is with the increase that there should have been from the herd.
15. Do you still hold any portion of this run? Yes.
16. How much of the run has been rendered valueless through the operations of the diggers? About the half of it.

Mr. J.
Twaddell.

11 Mar., 1873.

- Mr. J. Twaddell.
11 Mar., 1873.
17. That would be about $2\frac{1}{2}$ miles frontage? Yes, but $2\frac{1}{2}$ miles both front and back; but before that the proclamation of the Government took away 5 miles.
18. *Mr. Farnell.*] 3 square miles, or 5 miles square? It was 5 miles up along the river and 5 miles back from it.
19. That would be 25 square miles? Yes, exactly. There was first of all a proclamation proclaiming the whole country for 100 miles a gold-field. Then there was a second proclamation, taking away 5 miles along the river and 5 miles back, and then came this proclamation which gave me back half the frontage, so that I was $2\frac{1}{2}$ miles short of what I ought to have had.
20. *Chairman.*] Have you any documentary evidence beyond what you have already laid before the former Committee? No, nothing beyond that.
21. Have you any other evidence to bring forward in support of your claim? Yes, I have three witnesses, who knew the state of the Lachlan Gold Field at the time.
22. *Mr. Farnell.*] When you say you lost your cattle through the diggers coming on to your run, what do you mean? I mean that they were frightened away off the run by the presence of the diggers.
23. Was not that before the proclamation of this county as a gold-field? It was both before and after. The proclamation was in 1861, and the damage to my run and herd commenced at the same time as Mr. Rankin's, or within a few days of that time, for the gold was found in the first instance just on the boundary between Bugabagil, Mr. Rankin's run, and Droubalgie, my run. The lead from where it started on Mr. Rankin's run came in on mine. The greater part of the leads afterwards worked were opened on Droubalgie, the Caledonian, the Victoria, the Union, and others. There was a plan showing these leads and the boundaries of my run, before the Committee of 1870.
24. *Chairman.*] So that nearly all the lines of lead came through your land? Yes.
25. But the diggers came first on to Mr. Rankin's run? Yes.
26. *Mr. Combes.*] Then they went north? No; then other leads were opened, going up on the dividing ridge to the right. Strickland's reef and lead was altogether on the Back Droubalgie Run, and that contained $7\frac{1}{2}$ miles frontage by 5 miles back.
27. *Mr. Farnell.*] That proclamation you speak of, declaring this to be a gold-field, embraced each of your stations? Yes; the first proclamation took in all the country from about 12 miles below Forbes to the Boorwer Ranges, nearly 100 miles.
28. Then the effect of this was to legalize the occupation of your runs by the diggers? Yes, to a certain extent; and not only my run, but all the runs up the river.
29. And your complaint is, that the presence of these diggers frightened away your cattle? Yes.
30. And frightened them away to the extent of 2,200 head? Yes; at the time of the first and second proclamations there were still some cattle about on the run, in small mobs, but these were soon driven off as the leads extended, and the men spread out over the run.
31. What were cattle selling for at the time you lost yours? There were selling at from £3 to £4 per head.
32. How long after the proclamation did the diggers continue to occupy your run? They continued to occupy it in large numbers for about two years; then the numbers began to fall off, though there are some there still, to this day. These $2\frac{1}{2}$ miles, contained in the last proclamation, are still occupied by diggers.
33. When you say $2\frac{1}{2}$ miles, do you mean $2\frac{1}{2}$ miles square? Yes; off my run there is; but there is more than that, because there are another $2\frac{1}{2}$ miles taken off Rankin's run.
34. Are you claiming compensation for the loss of your run as well as for the loss of your cattle? Yes, for both.
35. And at what rate do you claim for your cattle? At £5 per head.
36. On what do you base your claim for compensation for your run? On the Orders in Council, which give me a distinct claim.
37. Had the Government power to do this? Not till November, 1861, when the Gold Fields Act was passed. I held the run under a fourteen years' lease, from the year 1845. The lease was extended afterwards, and ended in the year 1866.
38. How long before the Proclamation of the Gold Field did persons come on to and take up your run? They commenced coming on to the run in May, 1861. That was the time of the first discovery.
39. How long was that previous to the proclamation? I cannot say how long, but I believe about two or three months.
40. Do you think that the Government are responsible for damage you may sustain from persons going on to your run previous to their proclaiming it to be a gold field? Most certainly I do.
41. The Government did not authorize the occupation of the run prior to the actual occupation of the diggers? They did so; for they gave these men a license to go and dig for gold on any Crown Lands.
42. What—prior to November, 1861? Yes; the men were there before the end of May, with their miners' rights in their hands, and that is the same thing as a license.
43. *Chairman.*] Your run was proclaimed as a gold field under the Gold Fields Act for the time being? It was.

Mr. James Francis Williams called in and examined:—

- Mr. J. F. Williams.
11 Mar., 1873.
44. *Chairman.*] What is your business or occupation? I am an auctioneer.
45. Are you acquainted with the circumstances attendant upon the Forbes rush in 1861? Yes. I was there in the early part of October, 1861.
46. Are you aware that Mr. Twaddell has petitioned Parliament for compensation for damage done to his cattle and run by the influx of the diggers in that year? Yes. He told me he had done so.
47. Will you be good enough to tell the Committee what you know of this matter? When I went up there in October, 1861, there was an immense population there, so much so that you could scarcely get a passage through the streets. There were a great number of leads on the Lachlan Gold Fields. There were the north and south leads on Rankin's run, and nine or ten leads on Mr. Twaddell's run—the North and South Caledonian, the Victoria, the Union, and some others,—nine or ten in all. The Victoria lead extended along a distance of 9 or 10 miles.
48. Through the run of Mr. Twaddell? Yes.

49. Can you give us any idea as to what was the value of stock at that time? I cannot.
50. Are you aware of any damage having been suffered by Mr. Twaddell at that time? It is self-evident that he must have suffered damage when his run was taken possession of by the diggers. There were 20,000 or 30,000 men on the ground at one time, nearly the whole of them being on Mr. Twaddell's run. It was hardly likely that cattle would remain on the run when there was this large number of persons constantly moving about on it. The men were always going backwards and forwards to their claims; besides which, there were an immense number scattered about over the bush, stripping bark, hewing down timber, and cutting poles for building purposes. Then there were a large number of sawyers at work, for the demand for building materials was very large. I myself have paid £2 and £2 5s. per 100 feet for sawn timber.
51. Men were occupied in this way all over the run? Yes; going about all over it. There was a great demand for poles, and they were very difficult to be got.
52. With regard to travelling, in going to and from the Forbes Gold Field, was it necessary that the diggers should pass through Mr. Twaddell's run? I have seen whole hordes of people starting from the township at 6 o'clock in the morning, and then going out to the lagoons, where they camped for water. They had to leave at that early hour in order to get to their claims in such time as to prevent them from being jumped; they then remained on the claim two hours, shepherding, that being the regulation at the time.
53. And then they had to return? Yes. And it would be dinner-time before they would get back again.

Mr. J. F.
Williams.
11 Mar., 1873.

Mr. Crawford Robert Bidwell called in and examined:—

54. *Chairman.*] Are you aware that Mr. Twaddell has petitioned Parliament for compensation for losses he sustained by the taking up of his run by the diggers in 1861? I am.
55. Will you tell the Committee what you know of the circumstances of Mr. Twaddell's case? I was resident on Forbes in February, 1862, and I am aware that there was a very large population on his run at that time.
56. Were you engaged in any occupation there? I was managing for Mr. Christie, in the first instance, but afterwards I became connected with the Commissioner's Office, as an assistant.
57. Then you were enabled to gather some information respecting the gold-fields? Yes; as a digger in the first place—then as a speculator—and afterwards from my connection with the Commissioner's Office.
58. How many people do you think there were there? I was there in the busiest time of the rush; and if I say the number was something over 20,000 I am certain that I am within the mark when I give that number.
59. Do you think that Mr. Twaddell's run was more damaged by the rush of the digger than was the run of Mr. Rankin? Yes. There were more persons resident there and a greater dispersion of the population all over Mr. Twaddell's run than there was on Mr. Rankin's. From what I know of it the great bulk of the population was settled on Mr. Twaddell's run.
60. Do you know what was the price of stock at that time? Yes. I was then managing for Mr. Christie, and I know well what the price of stock was.
61. Did you sell for Mr. Christie? No, but I have made inquiries of the butchers, to ascertain the price at which stock was going.
62. And what was about the price then? The ruling price was from 15s. to 17s. per cwt.; that was for good cattle that would go from 7 to 7½ cwt. Beasts like that would be worth about 5 guineas a head.
63. Do you think that the rush of diggers in any way damaged the run? Yes. From my knowledge of what took place I can say distinctly that the influx of so large a number of inhabitants on to the run completely annihilated it as a cattle station. I had occasion to go a good deal over the run, and I can speak with certainty as to the effect which the rush had on it.
64. *Mr. Combes.*] Do you know the boundaries of Mr. Twaddell's run? Yes. They have been told to me, and I could point them out if I were on the ground. I was over a good deal of it.
65. At that time? At that time and afterwards.
66. Was not a portion of the town of Forbes on Mr. Twaddell's run? Yes, a large portion of it. Part of the Court House was on his run; his boundary-line came through it. The North Caledonian was also on his run.
67. The whole of the Caledonian, north and south, was on his run? Yes, it was; the Caledonian, the Union, and the Victoria leads were all on Twaddell's run.
68. The greater portion of the town was situated out in the direction of Mr. Twaddell's property, spreading that way instead of in the opposite direction? Yes, decidedly so; because the south lead and a portion of the lagoons cut it off from spreading in the other direction.
69. That portion known as the Caledonian lead was altogether on Twaddell's run? It was.
70. *Mr. Farnell.*] Do you know anything of cattle? Yes. I am a pretty good judge of fat cattle, and have a fair knowledge of what stock and stations should be.
71. I suppose you know nothing of the cattle lost by Mr. Twaddell—of the number or quality of the beasts? No. I know nothing at all of that.

Mr. C.
Bidwell.
11 Mar., 1873.

Mr. Richard Grant Mitchell called in and examined:—

72. *Chairman.*] Were you resident at Forbes in 1861? Yes. I was Clerk of the Bench at Forbes in the latter part of 1861.
73. As Clerk of the Bench was it part of your duty to issue miners' rights? During the absence of the Gold Commissioner I used to issue them.
74. Are you aware of what portion of Mr. Twaddell's run was taken up by the diggers? I cannot tell the exact portion, but it was well known that a great deal of his run was covered by the diggers at that time,—that is from August, 1861, to the end of 1862.
75. Were you there when the diggers first came on the ground? No; but I was one of the first officials there. Captain Brown, the Gold Commissioner, was the first, and then I came as Clerk of the Bench immediately afterwards.
76. Can you recollect what number of miners' rights were issued there from August to December, 1861? About 12,000 miners' rights were issued up to the end of the year. The diggers flocked there in thousands, as it was supposed that it would prove a second Ballarat.

Mr. R. G.
Mitchell.
11 Mar., 1873.

Mr. R. G.
Mitchell.

11 Mar., 1873.

77. It was the largest rush that had been known for some time? Yes, certainly the largest rush that had ever taken place in New South Wales.

78. Have you any knowledge of stock and station matters? I have from constantly watching the course of prices.

79. Then what in your opinion was the consequence of the influx of miners upon Mr. Twaddell's run;—would it destroy the run and depreciate the value of the stock? Yes. It made the run a huge camping-place for human beings instead of a pasture-ground for stock. The diggers went over the run everywhere, not only to prospect for gold but also to cut timber for building houses. Wherever you went over Mr. Twaddell's run, or Mr. Rankin's run, there you would be always able to see any number of men either felling timber or fossicking for gold.

80. Was Mr. Twaddell's run injured as much as Mr. Rankin's? I consider that the largest lot of diggers were on his run, so that it must have been injured to even a greater extent than Mr. Rankin's. There was a great deal more work going on, searching for gold on Mr. Twaddell's run, than there was upon Mr. Rankin's.

81. *Mr. Combes.*] Are you aware that by far the larger portion of the miners came from diggings adjacent to Forbes, and that they would consequently bring their miners' rights with them? Yes.

82. That is to say, that the number of the population was not to be judged of by the number of miners' rights issued by you? Not at all. If I was asked to give my opinion as to what was the amount of population I should say that it very much exceeded 12,000. In March, 1862, I should say that the population must have been over 20,000.

83. *Mr. Farnell.*] How long did this population continue in occupation of Mr. Twaddell's run? The population fell off, but the diggers have not left there to this moment. Up to this day there are miners there.

84. This large number of 20,000 did not continue there? No; but a good many of them did, and all the effects of their work were left behind them. All the holes were left there, so that it was not safe to walk from the town to the tents and huts that were scattered about.

85. *Chairman.*] Up to what time did the large number you have mentioned continue on the ground? Till the end of 1862; and then it began to dwindle down to 16,000 or 17,000. Then in the next year it went down to 10,000 or 12,000. It continued at about 10,000 for several years, but I left there in 1864.

86. *Mr. Farnell.*] Did this large population on the ground cause any increased demand for beef and mutton? Yes. It must have done so.

87. Did the miners kill people's cattle? Some of them were no doubt dishonest, for such is always the case when a large body of people comes together—there are sure to be some dishonest persons amongst them.

88. Were there any cases of cattle-stealing prosecuted before the Police Court? I cannot state positively, but I am under the impression that several such cases came before the Courts. I think, as far as I remember, that the principal cases which came before the Bench were cases of horse and cattle stealing. I know that there was constant trouble about the horses. The diggers were always complaining about their being stolen.

89. I suppose you have heard that Mr. Twaddell's cattle were driven, by this rush of diggers, over the boundary of his run? I have heard that the cattle on the run were driven away by the rush of the diggers, but I was not aware that they were Mr. Twaddell's at the time I went on to Forbes. I was a stranger to the locality, but I know that it was a common subject of remark that whoever was the owner of the run, his cattle were bound to disappear, because the men were flocking on to the run in thousands, not settling down in one place, but scattering themselves all over it, fossicking for gold or cutting timber.

90. Was it possible to carry on a grazing station with these miners on the ground? Altogether impossible. You might as well think of carrying on a grazing establishment in a bee-hive. It was perfectly impossible. The cattle disappeared, the sheep disappeared, everything in fact disappeared, even to the poor blacks, of whom there were a good many in the district, before the enormous rush that set in on the place.

91. When you say disappeared—were they killed, or were they driven away before the advance of the diggers? I cannot say how. They disappeared, but I am not prepared to say how.

92. You do not think that the miners kill the cattle? No; I do not say that; but if they did I hope they were brought to justice.

93. *Mr. Booth.*] Did the killing of the cattle cause their disappearance from the run? No, it was the sudden rush of such a large number of men that caused the disappearance. The influx of population was not confined to one place, but the men went all over the run fossicking about for gold, and timber to build their houses. It was the sudden influx of people upon all parts of the run that drove the cattle off, and even the sheep also.

94. Do you think that any of these cattle were sold for slaughter? I believe that some were.

95. Stolen, in fact? No doubt a great many were, but I cannot tell you positively, because I was not engaged in pastoral pursuits. But I know this, that wherever you went on the Droubalgie Run you would be sure to find men employed in gold-seeking or timber-getting. I knew the Droubalgie Run before this, for I used to travel through it on the road between Condobolin and Bathurst. Before the Forbes rush set in it was a very nice, quiet, and secure run. After that it was more like the City of Sydney than a pastoral station; and for the matter of that you might as well try to feed cattle or sheep in the City of Sydney as to do so there. The men went everywhere.

Mr. James Twaddell recalled and examined:—

Mr. J.
Twaddell.

11 Mar., 1873.

96. *Mr. Farnell.*] Can you give the Committee any idea of the value of your herd of cattle prior to the act of the Government in proclaiming your run a gold-field, which you complain affected the tenure of your leasehold in 1861? Yes. I can tell you that in 1861 I desired Mr. Speck to assist in counting the cattle out of the yard.

97. How did you come to ask him? I had sold him some fat cattle, and we mustered to enable him to pick them out. We counted 2,300 head, and all the cattle were not then within 500 or 600 head. He did not want many beasts, and so we only got in those cattle that were handiest; we did not get any more than were wanted for him to pick his lot from.

Mr.
J. Twaddell.

11 Mar., 1873.

98. Then you had more than 2,300 head? Yes; 500 or 600 head more.
99. Subsequent to this muster you sold 1,000 head at Albury? Yes.
100. That left 1,300? Yes.
101. How then do you claim for 2,300? Because the cattle ought to have increased in those years. I reckon that I had in my herd fully 1,000 head of breeding cattle.
102. *Mr. Combes.*] What did your herd principally consist of? Chiefly breeding cows. They were a mixed lot.
103. *Mr. Farnell.*] The 1,000 head you sold were a mixed lot? They were.
104. Were there any fat cattle amongst them? No, they were store cattle and cows.
105. Breeding cows? Yes.
106. What reason do you assign for selling these cattle? Because they were being driven away off my run on to the neighbouring runs, and it was impossible to keep them together; so I thought it better to get rid of them than to have them scattered over the country and lost. I should have had a much bigger claim against the Government this day if I had not sold off as many of the cattle as I could get hold of. Had I sold less I should have had a larger claim to put in.
107. Have you any cattle on this run now? Yes, about 150.
108. Any sheep? No, I had some, but I sold them off last year.
109. What area of run do you now hold? About 5 miles.
110. Do you mean 5 square miles? No, 5 miles by 5 miles—that is 25 square miles.
111. I believe you only claim compensation for the loss of your cattle? And for the loss of the run.
112. Do you remember giving evidence in April, 1871? I do.
113. Do you remember being asked this question: "Then in fact you have no claim for loss of run?" Yes, and I answered "No," but the next question explained the matter, to which I answered that I claim for the loss of cattle and the loss of $2\frac{1}{2}$ miles frontage taken away as commonage.
114. And that answer fully explains the claim you now make? Yes, exactly.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FURTHER PROGRESS REPORT FROM THE SELECT COMMITTEE

ON THE

ADMINISTRATION OF THE LAND LAW;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
24 *April*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES No. 24. TUESDAY, 17 DECEMBER, 1872.

10. ADMINISTRATION OF THE LAND LAW :—Mr. Cunneen moved, pursuant to Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the administration and working of the Crown Lands Alienation and Occupation Acts of 1861.
 - (2.) That such Committee consist of Mr. Farnell, Mr. Robertson, Mr. Stewart, Mr. Macleay, Mr. Creed, Mr. Garrett, Mr. Rodd, Mr. Tunks, Mr. Lucas, and the Mover.
 - (3.) That the Progress Report and Evidence on the same subject, laid upon the Table of this House and ordered to be printed on the 6th August, 1872, be referred to this Committee.
- Debate ensued.
Question put and passed.
-

VOTES No. 92. THURSDAY, 24 APRIL, 1873.

21. ADMINISTRATION OF THE LAND LAW :—Mr. Cunneen, as Chairman, brought up a further 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 17th December, 1872, together with Appendix.
Ordered to be printed.
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1872-3.

ADMINISTRATION OF THE LAND LAW.

FURTHER PROGRESS REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on the 17th December, 1872, *with power to send for persons and papers, to inquire into and report upon the administration and working of the Crown Lands Alienation and Occupation Acts of 1861*, to whom was referred, on the same date, the *Progress Report and Evidence on the same subject, laid upon the Table of the House, and ordered to be printed on the 6th August, 1872*, have agreed to the following Further Progress Report :—

Your Committee have to report that in consequence of the magnitude and importance of the inquiry, they find it impossible to conclude it this Session of Parliament.

Your Committee therefore report the evidence taken, to your Honorable House, recommend that it be printed, and that the inquiry be resumed early in the next Session.

J. A. CUNNEEN,
Chairman.

No. 3 Committee Room,
Sydney, 24th April, 1873.

PROCEEDINGS OF THE COMMITTEE.

FRIDAY, 20 DECEMBER, 1872.

In the absence of a quorum, the Meeting called for this day lapsed.

WEDNESDAY, 22 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. John Robertson, | Mr. Macleay,
Mr. Cunneen.

Mr. Cunneen called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, read by the Clerk.
Committee deliberated.

Ordered,—That Mr. E. Du Faur, Mr. W. Blackman, and Mr. R. D. Fitzgerald, be summoned to give evidence next meeting.

[Adjourned until Friday next, at *Eleven* o'clock.]

FRIDAY, 24 JANUARY, 1873.

In the absence of a quorum, the Meeting called for this day lapsed.

MONDAY, 27 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Macleay, | Mr. Stewart,
Mr. Creed.

E. Du Faur, Esq., called in and examined.

Witness handed in return of runs advertised for auction sale during the years 1863 to 1872. (*See Appendix A.*)

Witness withdrew.

W. Blackman, Esq., called in and examined.

Witness handed in return of conditional purchases cancelled and forfeited, from 1st January, 1862, to 30 June, 1872. Also, return of pre-emptive leases granted from 1st January, 1862, to 31st December, 1871. (*See Appendices B1 and B2.*)

Witness withdrew.

R. D. Fitzgerald, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

[Adjourned to Thursday next, at *Eleven* o'clock.]

THURSDAY, 30 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Tunks, | Mr. Stewart,
Mr. Creed.

L. G. Thompson, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. Bradridge be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at *Eleven* o'clock.]

TUESDAY, 4 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen, | Mr. Rodd.

In the absence of a quorum, the Meeting called for this day lapsed.

WEDNESDAY,

WEDNESDAY, 5 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Cunneen, | Mr. Rodd.

In the absence of a quorum, the Meeting called for this day lapsed.

THURSDAY, 6 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Stewart, | Mr. Rodd.

The witness summoned for to-day not being in attendance,—
Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 7 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Stewart, | Mr. Creed.

Mr. William Elliott called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 14 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Stewart, | Mr. John Robertson.

A. O. Moriarty, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

TUESDAY, 18 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Cunneen, | Mr. Stewart.

In the absence of a quorum, the Meeting called for this day lapsed.

TUESDAY, 8 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Stewart, | Mr. Rodd.

A. O. Moriarty, Esq., called in and further examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

TUESDAY, 15 APRIL, 1873.

MEMBER PRESENT:—

Mr. Cunneen.

In the absence of a quorum, the Meeting called for this day lapsed.

WEDNESDAY, 16 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Stewart, | Mr. Tunks.

Mr. Charles M'Keon called in and examined.

Witness withdrew.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

THURSDAY, 24 APRIL, 1873.

MEMBERS PRESENT:—

Mr. Cunneen in the Chair.

Mr. Rodd, | Mr. Stewart.

On motion of Mr. Stewart, it was resolved that Mr. Commissioner Woore be supplied with a copy of Mr. M'Keon's evidence.

The Chairman submitted Further Progress Report; same *read and agreed to*.
Chairman to report to the House.

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1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

ADMINISTRATION OF THE LAND LAW.

MONDAY, 27 JANUARY, 1873.

Present:—

MR. CREED,
MR. CUNNEEN,

MR. MACLEAY,
MR. STEWART.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Eccleston Du Faur, Esq., examined:—

1. *Chairman.*] When on a previous occasion you gave your evidence before this Committee, you were asked to furnish us with a return showing the number of runs that had been forfeited, put up to sale by auction, that had been described in the *Government Gazette* and had been withdrawn;—have you this return? I have a return of all the runs that were withdrawn, but the major portion were withdrawn because the forfeiture was reversed. I have only about twelve cases in the last ten years in which they have been withdrawn. (*The witness handed in the same. Vide Appendix A.*)
2. There was also another return you were requested to prepare, of runs in the Bligh and Lachlan Districts, showing the estimated areas and the actual areas? I have brought up a return of 197 runs in the Bligh District and of 260 runs in the Lachlan District, showing the areas as originally estimated, the first estimates by the Commissioners many years ago, in some cases as many as twenty-five years ago; and the present areas, either from actual survey or from reliable compilation.
3. Does it distinguish those actually surveyed? No, but the maps are in such a state that the areas from compilation are almost as reliable.
4. That would be only an estimate, would it not? It would be an estimate.
5. Have you distinguished those actually surveyed from those only estimated? I have not. I can easily note on the schedules what runs are absolutely surveyed all round their boundaries.
6. Will you furnish that information when the Committee next meet? I will.

E. Du Faur,
Esq.
27 Jan., 1873.

William Blackman, Esq., examined:—

7. *Chairman.*] Do you remember that when you were last examined you were asked to furnish the Committee with some returns? I do.
8. These were not prepared when the evidence was printed;—have you them ready now? I have two of them made out, and those are all I have been able to prepare. This is one, showing the total number of conditional purchases cancelled and forfeited, from the 1st January, 1862, to 30th June, 1872. (*The witness handed in the same. Vide Appendix B 1.*)
9. Have you any other? I have here a return showing the number of pre-emptive lease applications granted in virtue of conditional purchases made, from 1st January, 1862, to 31st December, 1871. (*The witness handed in the same. Vide Appendix B 2.*) There was another asked for relating to the alteration in the leasing of lands in granting pre-leases within pre-leases. Mr. Stephen furnished that, and I have therefore not brought a second copy.

W. Blackman,
Esq.
27 Jan., 1873.

W. Blackman, Esq.
27 Jan., 1873. 10. You were asked for this return—the number of acres pre-leased in virtue of purchases above 320 acres, and also for a return of the number of acres of pre-leases on account of purchases of 320 acres or less? These are not prepared on account of the vast influx of business in the mining branch. In fact there were three or four hands taken from me for nine months, and in addition to that the work of the Conditional Purchase branch and the pre-emptive leases has wonderfully increased, so much indeed that it has been out of my power to prepare them.

11. Might it not in some measure be attributed to the manner in which the record of these applications is kept? Yes, undoubtedly, and when the branch was put under me I made an entire change in the mode of keeping the record of the pre-emptive leases so that it would be a matter of extreme facility from that time. Formerly the conditional purchases were all jumbled together, so that it would be necessary to go through the whole of the correspondence of the last ten years to see which were the applications made by virtue of conditional purchases. Now I put the letters C.P. against them on the list.

12. Then you attribute the difficulty of furnishing the public with this return to the mode in which the papers were kept in the office? Yes, undoubtedly.

13. You were asked to furnish the Committee with the total number of applications for pre-leases;—have you that return? No, that is one of the returns I have not been able to prepare, because there was formerly no distinction made between the various classes of applications, and it would be necessary to go through the whole of the correspondence which would be a very tedious matter, as many letters are sent by way of reminders from persons who do not get answers at the time they expect. These would have to be read and laid aside, and the conditional purchases picked out.

14. Will you be able to furnish the Committee with this return within the next month? I shall not. With the clerical assistance I have at present it will be quite impossible for me.

15. Not even the number of applications? Not even the number.

16. Is there no book, no record in existence, from which at a glance you could ascertain? No.

17. Would you have to refer to the original manuscripts? Yes.

18. To a heap of papers? Yes, to all the papers that have been received on the subject since 1862.

19. There is no more business-like way of getting at these things? There is no other way by which I can do it correctly.

20. You will prepare it as soon as you can for the information of the Committee? I have already drawn attention to the necessity of preparing it, but the immense amount of work to be done in the department has prevented its being carried out.

21. *Mr. Creed.*] No pre-emptive lease can be obtained for any land unless it adjoins the conditional purchase? Unless it adjoins.

22. The purchase being on one side of a creek the lease cannot be on the other? Not if the stream is taken as a frontage stream. I think it has been allowed in some cases as an act of grace, but it has always been the understanding that it was an act of grace—that the parties had no right to it.

23. Supposing a man takes up a purchase on a pre-emptive right, in such a way that the edge comes to the pre-emptive lease and adjoins Crown land, has he a right to take a pre-lease? I should think so if he adjoins Crown land.

24. Pre-leases, I believe, are granted in any portion of Crown lands not previously leased as a pre-lease? Yes.

25. Or for mineral purposes? Yes.

26. *Mr. Macleay.*] You mean you cannot purchase on one run and get your pre-emptive lease on another? Yes, that is what I mean.

Robert D. Fitzgerald, Esq., examined:—

R. D. Fitzgerald, Esq.
27 Jan., 1873. 27. *Chairman.*] You are the head of the Roads Branch, are you not? Yes.

28. Have you long occupied that position? Yes, since 1868.

29. Under what circumstances does the Government proclaim roads for the convenience of the public? Generally under petition from the public, not always; sometimes we are requested by the Works Department.

30. *Mr. Creed.*] On the recommendation of a surveyor? The first action is petition from the public generally.

31. Independently of a petition of the public, if a surveyor recommended a road would you proclaim it? That is done sometimes.

32. *Chairman.*] The rule is that the public outside shall move you by petition, or otherwise, to make a road, and then it is entered upon? It is not a rule, but it is generally the case; sometimes it is proclaimed in consequence of an application from the public; sometimes at the request of the Works Department; and sometimes at the suggestion of the surveyor of the district.

33. It is generally proclaimed at the suggestion of the inhabitants of the locality? Yes.

34. Have the Government in any way anticipated the requirements of the public for roads in this country before they have been moved by the inhabitants? Yes, by reserving roads through lands intended for alienation.

35. Have they reserved them to any great extent in anticipating the requirements of the public, or have you waited until the public have moved them to give roads? They have reserved them in all instances where it has been supposed that a road would be wanted.

36. They have? Yes, in recent times.

37. Do you not think the proportion of roads reserved by the Government on account of public policy are very few as compared with what is necessary for the public convenience? I do not think so with reference to the land being measured now.

38. I am speaking of twelve years ago? Yes, since I have had charge of the Roads. I had charge of the Alienation from 1861, before I had charge of the Roads, and then it was the practice to reserve all roads in anticipation of the settlement of population.

39. Then how is it that after population has settled, fencing put up, and improvements made, Government have been asked to proclaim roads over so many improved properties? There are several reasons why it is necessary; one is, that in many cases the land is not cleared at the time the road is selected, and that a shorter and better way is discovered after the occupation of it. Another cause is the demand for a road in a direction it was not anticipated it would be required. The opening of a new gold-field would require a more direct and better road than would be necessary for mere occupation.

R. D. Fitzgerald, Esq.
27 Jan., 1873.

40. Are you not aware that in many cases throughout this country, along alluvial flats and creeks, no roads were proclaimed until these lands had been taken up, fencing put on, and improvements made, and that then the Government had to run roads through this improved, pull down the fences, destroy improvements, and give compensation, because settlement had not been anticipated? I do not within the last few years, except in the way I have stated.

41. Have you not had to refuse a great number of roads on account of the expense of running them through these improved lands of late years? Yes, but in those cases it has been through land alienated a considerable period back—not within the last twelve years.

42. Are there not a great number of cases now in the office in which transit is almost a legal right, and transit is almost impossible in a district, because the roads are not proclaimed on account of the expense of fencing? There are a great many cases of the kind which cause much inconvenience.

43. Have the Government anticipated the requirements of the public in those districts where it was obvious that some day settlement would take place, as in these alluvial flats? I do not think it has been much overlooked in the last twelve years—there was formerly a system of dividing the land into square blocks and of running roads between them. These roads are unsuitable, and have to be replaced by others, but that has not been the practice recently. Many of the old farms have no access left to them.

44. You are aware that in the early days of the Colony, when grants were given to veterans under the old survey system, a wise forethought was taken of future settlement by leaving roads for approach to water and to market between a certain number of farms? There was a system of leaving roads, but I do not think it was a wise one generally. Many of these grants had no access to them and had to obtain it at Quarter Sessions.

45. Has it ever struck you that there is great delay in deciding upon petitions sent in, asking for the proclamation of roads for the public convenience? I think there might be less delay; I think the law is in great part the cause of that.

46. Sometimes for years these cases remain undecided;—do they not? Not since I have had charge; they are often refused, and of course that cannot be considered as leaving the case undecided—that occurs often.

47. Is not that very like leaving it undecided? I do not look upon it as leaving it undecided; if a road is refused there is decided action upon it; afterwards it may become of more importance and be granted. I call a thing undecided when it remains without final action on the part of the Government.

48. When you say no, you do not always mean it as a refusal for a road? I do not understand the question.

49. You say although refused it still may be granted? I say when refused they may be granted afterwards, but still they are refused.

50. Can you give the Committee a return showing the number of applications made for public roads since 1861, the date of application for, and the name of each road, or the locality in which it is situated, and the date on which each was finally opened or refused? Yes, I think it can be given. (*Vide Appendix**)

51. Have you not in many cases informed applicants for public roads that they were refused for the present in anticipation of legislation on the roads question? Yes.

52. What was the meaning of that? It has been done in very few cases since I have had charge; it was done before; there was a Bill to enable the Government to put public gates on the roads, and it would have facilitated the opening of many roads if it had been passed, as it was hoped it would be.

53. Does the department now anticipate the future requirements of the Colony by reserving roads on creeks and rivers where there is no settlement at present but where there is likely to be in future years? Yes.

54. How do you account for the great delay that takes place after you proclaim a road before your officer in the field goes and opens it on the ground, and pulls down the fences? Delay occurs at every stage; first of all, the law requires thirty days for the receipt of objections; then, very frequently, these objections have to go back to the surveyor for his report; then there is very often delay to enable the surveyor to go to the part of the district where the road is situated, as he may be at work at some other part of it when the objections are sent to him; then when his report comes back there are very often additional objections raised, and the matter very often has to be referred to the district surveyor after we have the report from the local surveyor.

55. But in cases where it is beyond the stages where objections can be taken—where there is only the final step to be taken of the surveyor in the field going and taking down the fence? I do not think there is much delay between the confirmation and the final opening.

56. What control have you over these surveyors if they do not attend to it? We have the control that the Surveyor-General has over those who are employed under him; but if a surveyor has a distinct instruction that he must have (say) a conditional purchase surveyed, he may not be able to attend to instructions for the opening of a road at a long distance off.

57. You are aware that a conditional purchase would concern only an individual, and that the opening of a road would concern the whole public? Yes, but if a surveyor has other work in his hands which he has definite instructions to carry out, he cannot always go from one part of his district to another and leave his work. The opening of a road is a matter of grace and custom, it is not a matter of law; and I believe the roads belong to the public from the time they are confirmed.

58. The public would not be justified in pulling down a fence without official authority? I believe they could do it.

59. And very likely lay themselves open to an action? Yes; it would not be a discreet action for a private individual, but should be done by the public authorities.

60. *Mr. Creed.*] What provision is there for roads for stock; of course a simple one of one or two chains is of no value? There is hardly any provision at present for travelling stock, except that in some places we have made reserves, which are virtually roads of 20 chains wide.

61. For how far? Such a reserve has been made in New England.

62. Do you not think that roads in this part of the Colony reserved in this way would be a great advantage? Yes.

63. The sum total of your evidence on this point is that there is no provision made for travelling stock? There is great difficulty in connection with it. Under 19th clause of the Alienation Act persons are entitled

* No promise was given to furnish this return. It was not asked for.

- R. D. Fitzgerald, Esq.
27 Jan., 1873.
- entitled to drive stock along any track that is used or required, and where there are two tracks in existence if we were to amend those tracks and survey a through road we should, under the present law, be inflicting a third road upon the run-holder without his having the power to close either of the others.
64. Of course no evil arises until the land on each side is alienated, and then stock is virtually shut out? The roads are sometimes fenced across by the run-holder.
65. *Mr. Macleay.*] Not along the road? No, across the road.
66. They can feed a quarter of a mile from the track;—can they not? Half a mile. Sometimes the road is diverted around enclosures, such as fattening paddocks.
67. *Mr. Creed.*] Of course the object is in those country districts which are liable to be alienated, to leave a road of 2 chains to prevent the country from being made bare? Yes; some of the roads are 3 chains.
68. Do you think it would be advisable that a main road of (say) 20 or 30 chains wide should be reserved? I think so.
69. Say from the Darling to the more settled districts? Yes, I think so.
70. In fact, the main roads of the Colony, for the purposes of travelling stock? We are hardly in a position to do so under the existing law.
71. It would be an advantage? Yes.
72. You say it has been done in one or two places, but only for short distances? It is a tolerable long road.
73. What length? From Gunnedah to Breeza, about 20 miles. It is not a road in fact; it does not come under my notice; it is a reservation that actually amounts to a road.
74. You say roads are reserved on lands lately alienated;—are they reserved definitely, or as roads leading to certain places but undefined? The roads are marked.
75. If a man applies for 40 acres of land, through which a road is reserved, does he get other land in lieu of that taken for the road? The road is not included in the alienation.
76. So that he gets 40 acres of land independently of the road? Yes.
77. Are you aware that in many old grants as, for instance, the Peel River grant, the A. A. Company's grant, and Mr. Stewart's at Bathurst, there is great trouble with roads? Yes.
78. Are you aware that it involves an expense of £60 or £70, and in some cases of £100 an acre, for compensation? * Yes.
79. Is not that a great evil? It is.
80. Is there any power to alter that? I know of none, except by Act of Parliament.
81. Have the A. A. Company allowed you to take a road through their land? Yes, one road has been opened with consent.
82. You have power only to proclaim it with consent? We could take it, but we must give compensation, and the compensation that would be required would be so heavy as to be out of the question.
83. What would you recommend where Crown Lands are thus cut off from settlement, and rendered of comparatively no value—I think you said you would recommend an Act of Parliament? I do not know that I would recommend one, but I can see no other course.
84. You see an evil that can be remedied only in that way, and yet you do not recommend the remedy? I hardly like to recommend a course that interferes with private property;—that is the only means I see.
85. Do you know the length of the A. A. Company's grant? No, I do not. One of them is 30 miles by 13 miles.
86. What is the road that is proclaimed there; is it the Great Northern Road? No, it is a road across the property. We have a petition just in for a road through its length, but I think it is not likely the Company will consent to grant it.
87. When was the other permitted? Two or three years ago. We have taken some roads through their property in various places, but it has always been with their consent. I think in many cases it is the travelling stock they are afraid of; they do not object to a road for ordinary use.
88. You have no charge of the maintenance of roads? No.
89. Do you know if there is a broad road, or a broad piece of land reserved for stock between Moama and Deniliquin? No, there is a road between Moama and Deniliquin.
90. Is there any broad piece of land? I think this road is 3 chains wide. Any road through a run gives a right of half a mile on each side.
91. Is there a strip of land reserved from Moama to Deniliquin (say) a mile broad? I do not know of any.
92. *Chairman.*] Could you suggest to the Committee any means by which the requirements of the public for roads could be facilitated—any improvement upon the present system of granting them? I think the Bill brought before Parliament, if it had been passed, would have facilitated the action upon roads.
93. From your practical experience in the Department, could you suggest any particular means that would facilitate the proclamation of roads, and avoid circumlocution? Nothing more than is embodied in that Bill.
94. Do you remember who introduced it? It was introduced four times by Mr. Wilson and by Mr. Robertson. It was virtually the same Bill, and passed the Lower House.
95. *Mr. Creed.*] With regard to fencing—when a road is proclaimed through ground that is enclosed you make compensation for fencing? It is the practice of the Department to grant fencing, except where there is an undoubted right of usor for a time prior to the enclosure of the land.
96. Supposing the case of one of the old grants—that the grant was prior to any right of usor? I do not mean that the grant should be prior, but that the usor of the road is of long existence.
97. If the enclosure was prior to the right of usor, you would still give compensation? I do not remember a case in which it has been pleaded that the fencing has been prior to the right of usor. There are very few cases where fencing has been refused.
98. Do you know a case of this kind, where a road has been carried through enclosed land, and the owner has been required to put fencing, and instead has put up gates at either end? I do not; the money for fencing is invariably given to the person through whose land the road passes.
99. Do you not think it would be better in such cases that the Government should spend £20 in putting up gates than £500 or £600 for fencing to the holder of the land, who may not choose to employ it in that way? I do not think so as the law is at present. If the money is given to the party to protect himself by a fence, and he does not choose to do so, the public may remove any obstructions to the road, and, in many cases, slip panels have been removed. In many cases persons would prefer gates instead of having the water fenced off by a line of fencing on either side of the road. 100.

100. *Chairman.*] In the case of reserved roads not proclaimed, what position are they in with regard to the public—can the public travel over them without their being proclaimed or opened? Yes; the reserved roads not having been included in the grant, they remain dedicated.
101. What right have they? The same as in the case of a proclaimed road.
102. Would the public have the right to knock down a fence and pass over them? Yes.
103. And not be liable to legal consequences? Quite so.
104. There are many of these roads in the old districts of the Colony that ran between the 25 or 30-acre veteran grants, which are now enclosed and used as the property of the owners of those grants? I did not exactly understand what you meant—I spoke of those recently reserved. I believe if they have had them in occupation for sixty years they have a right against the Crown.
105. If not sixty years? I believe the Crown has the right to resume them within sixty years, but it is a nice question when it comes to so long an occupancy as that, whether the public have any rights.

R. D. Fitz-
gerald, Esq.
27 Jan., 1873.

THURSDAY, 30 JANUARY, 1873.

Present:—

MR. CREED, | MR. STEWART,
MR. TUNKS.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Lindsay George Thompson, Esq., called in and examined:—

106. *Chairman.*] You hold a position in the Mineral Lease branch of the Lands Department? I have charge of the Miscellaneous branch, of which the Mineral Lease branch is a subdivision.
107. You have the principal control of the business in the Mineral Lease branch other than gold? Yes.
108. The whole of the leases and purchases of mineral lands other than gold pass through the office of which you are the head? Not purchases—simply leases.
109. All mineral leases must be taken out at the head office in Sydney;—are they not? Yes.
110. They cannot be taken out at the local offices throughout the country? No.
111. Purchases of mineral lands other than gold cannot be taken out at the head office—they must be taken out at the local office? Yes.
112. So that the rule is distinctly opposite as to where mineral lands can be leased and where they can be purchased? Yes.
113. What is the reason of this distinction;—is there any good reason for it, independently of the law? There is no reason, except the law.
114. Have you formed any opinion as to whether it would or would not be convenient to the public throughout the country to allow them to lease land at the local offices, instead of travelling perhaps hundreds of miles to Sydney, or employing an agent to take it up? The only advantage that perhaps might accrue would be preventing mere speculators from taking up land. I know it has been the practice, during the recent rush, for persons to come to the office and take up land north or south of previous selections, evidently without any personal knowledge of the ground, but following the lead of persons who were known to have experience in taking up country.
115. These were purely speculative selections? Yes.
116. If the *bonâ fide* selectors who discover the land were allowed to take it up at the local offices this would be avoided? It would.
117. Do you think it would facilitate the acquisition of mineral lands by the inhabitants of the rural districts, to allow them to lease it at the land offices in their own districts? I do not know that they would get information as to whether they could have the land applied for any earlier, or perhaps so early, because the applications would have to be referred to the head office, and from thence the instructions would have to be issued to the surveyors, whereas now those instructions are issued immediately on the selection being reported. If it could be otherwise it would be a great convenience to the local districts.
118. Is there any good reason why there should be a distinction made between leased and purchased mineral lands—that is, why the one should be allowed at the local offices and not the other? I do not know that there is. The disadvantage as regards conditional purchases is the same as would be the case if selections were made at the local offices.
119. A person is allowed to purchase at the local office but not to lease? Exactly.
120. In other words, he must pay 10s. an acre as deposit on a purchase, but the local office will not take 5s. on a lease. It seems an anomaly;—does it not? I daresay a different arrangement could be made if the law would allow it.
121. It seems reasonable that if one is allowed the other should be? It does seem reasonable, and except for the time taken up in the necessary reference to the head office there would be no objection; but if that objection is not held in the case of mineral conditional purchases I do not see why it should be held in the case of mineral leases.
122. A register of all mineral selections for other than gold mining, which was kept at the Land Office, was allowed to be discontinued, was it not? Yes.
123. Has that been resumed? Yes, and completed up to date.
124. How long is it since it was completed? It has been completed now for some two or three months, I think. It was recommenced as soon as it was possible to get hands to work at it.
125. What information does this register contain? It contains a sort of synopsis of each case—the date on which the selection was made, the name of the selector, the description of the land, the number of acres applied for, the amount of the deposit, and the date from which the lease takes effect, &c.
126. Are the whole of the selections entered as they occur, or is this register divided into selections in the north, south, and west, for more easy reference? They are entered as they occur.

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127. *Mr. Creed.*] Are they placed alphabetically? No, we have an index for alphabetical reference, but the leases are entered consecutively, and bear consecutive numbers, commencing from the time of passing of the Crown Lands Occupation Act to the present time.

128. *Chairman.*] Is this register open to the public? It is yet a question whether it is or not. The Minister for Lands has not quite decided the point, but when a reference to it is asked for it is never refused, except in doubtful cases. It has often happened that, when mineral prospectors have sent to the office descriptions of land they have selected, other persons have applied to see these selections, and it has been found afterwards that selections have been taken up adjoining these prospectors' selections. In order to prevent purely speculative selections of this kind the Minister for Lands has been of the opinion that the register should not be open to the public. It is not, however, a decided question as yet, but where there has been any good reason shown inspection has not been refused.

129. What is considered a good reason? Whatever the Minister might consider a good reason. If we have an idea that speculative selections are about to be made to the detriment of *bonâ fide* selectors, we should question the party's right to see the register, and not allow him to do so without the Minister's authority.

130. It is an accomplished fact? At the time it was not. At the time these selections were made we had no information at all—no register,—and it was very inconvenient to allow them to look over the original applications, which was the only way of giving them information. The reason of it was that there was no clerical assistance available at the time to keep up the register. This register was in existence from the passing of the Occupation Act, and it had to be discontinued on account of the great pressure of work. It was discontinued for six or eight months. It is now kept regularly.

131. Do you not think allowing the public to inspect this register might facilitate them in taking up the public estate? I do not think the descriptions as furnished by selectors generally would aid the public much; they are too indefinite.

132. Take a particular locality, say Cope's Creek: Supposing a number of gentlemen came here intending to invest their money in mineral lands, how could they ascertain what lands were still open for selection on Cope's Creek, or those which had been already leased, if they had not the opportunity of seeing the register? The register would not give them the desired information. They could only get accurate information after survey. The register is simply a collection of indefinite descriptions, sometimes so vague that it is impossible even for the surveyors to allocate the land, except by having the parties on the spot to point it out.

133. Are you not aware that certain capitalists who wish to take up land, are in the habit of getting lists of selections in a particular locality, say at Cope's Creek, and then send a person to inquire on the spot where Jones's, Brown's, and Robinson's selections are, and by that means they know what land has not been taken up? I do not recollect such a thing having been done. I do not know of anybody who could give that information even if he had the descriptions.

134. *Mr. Stewart.*] Was it not done in the case of some selections made at Port Hacking, on Hacking Creek? It might have been done there—that is a known part of the country—but Cope's Creek is quite unknown, so far as surveying is concerned. Port Hacking has been surveyed.

135. *Chairman.*] I suppose the policy of the department is to assist the public in taking up the public estate under the Act? Yes.

136. What information is there to enable the public to distinguish between what has been taken up and what they wish to lease? They could obtain no information on that point.

137. You could not assist them? No, except in cases where the land to which they refer as adjoining has been surveyed.

138. You could give them no information as to the land you have open to lease? None whatever in unsurveyed localities.

139. Do you not think, if it was possible to arrive at that, it would be very desirable? It would be very desirable that the public should be furnished with every information it is possible to give them.

140. *Mr. Creed.*] Do you not think that so long as land can be taken up on lease only in Sydney, the original prospectors, who are often ignorant men, may be forestalled by sharp speculators having their agents in Sydney, because, not knowing how to proceed, they may go first to the local land office to inquire whether they can take it up there, and so by their inquiries there and elsewhere allow information as to the locality to get abroad, before they are able to secure the land for themselves? No doubt that may happen, and it is a very hard case.

141. Do you not think that for this reason, if for no other, the present system should be changed? It would be desirable on that score to allow selections to be taken up at the local offices. The only objection I see to it is that the surveyors would not receive their instructions so quickly.

142. It would only make a difference of two posts? It might make more. It would not depend upon us altogether; there would be the local land agent. But, as I have said already, if it is not an objection in the case of mineral conditional purchases it ought not to be an objection in the case of leases.

143. In case mineral leases were allowed to be taken up at the local land offices it would be advisable not to have them taken up at all in Sydney, except for the Sydney District? Exactly so; otherwise there would be constant clashing.

144. Have you not found already that a good deal of confusion has arisen from the fact that, while mineral purchases have been taken up at the local land offices, mineral leases of the same land have been taken up in Sydney? There has been some confusion, but not much. At present, mineral purchases can only be taken up on one day in the week at the local land offices, and on that day the office in Sydney is closed for leases; they can only be taken up here on the days when the local offices are not open.

145. *Mr. Tunks.*] Is not possession an important element in a question of that description? The Minister for Lands holds possession to be effectual where other things are equal. Where two persons have selected the same land, and one person has gone into possession and the other has not, the Minister gives the preference to the party who has taken possession, unless it is shown that the other had a prior right. The principle is that one avails himself of all the powers the law gives him, while the other does not.

146. Could you define what you mean by other things being equal;—would this sort of equality be necessary: that they should send (say by post) their applications on the same day, and at the same hour of the day, and then that one being in possession he would have a preferent claim to the other? That would be one item in the merits of the case.

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147. *Mr. Creed.*] Two men may have given descriptions intended to apply to the same plot of land, but both so vague that they might be taken to mean land half a mile off;—of course in such a case the man in possession has given the best practical description? Yes, no doubt.

148. Does the law require any possession at all? No.

149. Do you not think it would be a great advantage if each applicant were required to mark out his land on the spot? I think so, even if he were only required to mark one corner, and cutting a trench to show the direction of the lines, thus L.

150. Do you not think it would be a very great advantage if the surveyors' plans were charted up as soon as sent in, on a model or standard plan, from which photo-lithographs could be taken from time to time for distribution by sale? It would if it could be done; but the surveyors' plans come in very irregularly. I know, as a fact, that surveys are detained at the local surveyors' offices, about which we know nothing whatever, although the public in Sydney have all the information. I have tried hard to get the surveys sent down here, but without effect at present.

151. At whose office are they kept? At either the local surveyor's or the district surveyor's.

152. That is matter of neglect on the part of those officers? It amounts to that.* They say there is some reason for it, that they are unable to get these plans charted up and examined.

153. Is not all charting done in Sydney? They have to be examined at the local office.

154. Even though all the plans did not come in, would it not be a great advantage to have all the plans charted that did come in? I do not know that it would, because they would not give reliable information in that desultory way.

155. They would if the surveyors were kept up to the mark? There are 17,000 leases applied for up to the present time, and no doubt if they could once be charted up the plans could be kept up, and it would be a great advantage.

156. *Mr. Tunks.*] Is that practicable under the present system? I do not belong to the Survey Office, but it seems to me practicable enough.

157. If there is an interval of 10 miles between two selections, what means would the Department have of putting them on a general plan? All surveys start from some known point or from some point which is so many miles or chains or links on a certain bearing from some known point. Every plan has some point on it which will show its connection with some other plan. There would be no difficulty whatever I should think in charting them all to one general model.

158. I would ask you whether sending applications of selectors to the surveyors does not give them opportunities of obliging their friends in cutting up the land? All surveys are subject to the approval of the Surveyor General.

159. Can the surveyors undertake without any authority from the Minister for Lands to determine whose selections are right and whose are wrong? I have heard it said that they do. But all these surveys are under the approval of the Surveyor General. Some of the public are under the impression that a surveyor can take a selection where he pleases; but it is not the fact and it is not admitted by the office.

160. It is generally reported that information has been improperly obtained from persons in the office in Sydney;—have any of the clerks been dismissed or suspended for mal-practices? There are none under suspension now, but one of the clerks was dismissed or allowed to resign, I forget which.

161. Have many applications been made for selections which there is no possibility of the applicants obtaining for minerals other than gold? Yes.

162. And the probability is, that there will not next year be the same amount of money from this source that there has been during the past year? I think not.

163. *Chairman.*] Have many persons taken up and paid money for the same land during the recent rush for mineral leases? Yes, in many cases.

164. In cases where two or more persons have taken up the same land, by what rule is the Department guided in deciding to whom the land shall belong;—according to precedence of the application to select? No, according to the report of selection.

165. What does that mean? A person applies first for authority to select, and produces a receipt from the Treasury, showing that he has paid the deposit. An authority to select is then given him, by virtue of which he reports a selection, and the person who first reports a selection and gives a definite description is entitled to the land as against any one subsequently reporting a selection of the same land. The law requires an accurate description, but it is impossible to give it in purely speculative selections, and that is one reason, I imagine, why the Minister has allowed possession to determine the right in cases of conflicting claims.

166. Do I understand that where two or more persons have selected the same land, if one of them has taken possession his claim is held good against that of the man who has only given a description? It would stand as against a selection with a very indefinite description, but I do not think it would stand against one with a definite description.

167. With regard to the refund of money, where the Government receive money from more than one person for the same land, do they refund, when the question of right is settled, to those who do not get the land? No, the payment of the money is not for a particular portion of land but for authority to select, but when the selection is made the payment goes towards the first year's rent.

168. *Mr. Creed.*] By grace? By law.

169. You buy leave to select and pay for it? Yes.

170. And having got that you have all you bargained for? Yes.

171. Do you not think that leave to select is a piece of formality which is a great evil? Yes, I think it might be done without.

172. *Chairman.*] Is it not stated by the regulations that money paid for leave to select should be considered as rent? It is taken as rent eventually.

173. Do you not think that by the 60th regulation it is evidently intended to be rent—"The rent shall be 5s. per acre, payable annually in advance at the Colonial Treasury; the first payment to be made on application for authority to select"? Yes, no doubt that is so.

174. *Mr. Tunks.*] What do you mean when you speak of a definite description of these lands;—do you mean a survey? I mean what is stated in the 67th regulation:—"The authority to select, when granted, shall be

* NOTE (on revision):—It may not be neglect. The surveyors are overworked, as well as officers at head quarters.

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be in force for twelve months from its date; and after making his selection the holder will be required immediately to report the same to the Minister for Lands by transmitting the form appended to such authority, filled in with full particulars as to the situation and proposed limits of the lot selected, and the minerals for the working of which the lease is desired."

175. Are there any restrictions as to water-frontage or otherwise? These selections must be made in accordance with the rules which apply to conditional purchases. The reason is that they can be converted into conditional purchases.

176. In converting a selection of this kind into a freehold, would any of the previous expenditure go towards the purchase money? No, no rent will in any case be refunded.

177. I am not talking of rent now; I mean money expended in making improvements? The money expended upon the land would come within the improvement clauses.

178. Notwithstanding that by its means a lot of tin for instance had been taken out of the land? Yes.

179. Would that be an improvement, to take the tin out of the land? The improvement would consist in the development of the mine.

180. *Chairman.*] If the deposit on account of mineral leases is calculated as rent, do you not think it is unfair to receive rent from more than one person for the same selection? If it should be calculated as rent, certainly.

181. Is it not contrary to the practice that prevails in the case of conditional purchases, where, if a man does not get the land he applies for, his deposit is refunded? Yes.

182. And also in the case of squatters who pay deposits on tendering for runs? Yes.

183. *Mr. Creed.*] Do you not think the forfeiture of the deposit acts as a check on merely speculative selections? Yes, as a great check.

184. Is not that an advantage? I think so. It would have involved us in great difficulty during the recent rush if these deposits had been returnable.

185. Men making *bonâ fide* selections do not suffer? No, only in cases where they have been forestalled.

186. *Mr. Tunks.*] Will you define the difference between a *bonâ fide* man and a speculator? A speculator is a man who takes advantage of the experience of others, without having taken any trouble at all himself in the matter of discovery. A *bonâ fide* selector is one who takes out his authority, and who by himself or his agent selects his land with the intention of going to work upon it.

187. *Chairman.*] How long is it generally from the time a selection is made till the survey follows? The surveyor is allowed six months to make his survey from the time the papers are forwarded to him, and if he has not sent it in by that time the Surveyor General calls his attention to the instructions.

188. Are not what are called special surveys obtained? The only case in which special surveys would be made would be were a number of selections had been made on a certain creek which could be all surveyed together; but no person could come to the office and say he had made a selection and require a surveyor to be sent specially to survey it.

189. Have many mineral leases—the actual documents—been issued? Not yet. Applications are being made for them, and we are preparing them; but only one has been issued.

190. *Mr. Creed.*] With regard to completing the surveys within six months, do you find that as a rule the surveyors work as hard as possible? Yes. It is to their interest to do so.

191. And if any surveys have gone beyond that time it has been from inability to get the work done? Yes.

192. *Chairman.*] Could you suggest to the Committee any improvement in the organization or carrying out of the Land law in respect to mineral leases other than gold? I think allowing selections to be made at the local land offices would be an improvement, and also marking the land. I think, too, that the public should have every possible information.

193. Have mineral selectors generally renewed their leases? I do not know; we have not had returns from the Treasury.

194. Do you anticipate that many will forfeit their leases? I do; I suppose about a fourth or a fifth will renew.

FRIDAY, 7 MARCH, 1873.

Present:—

MR. CREED, | MR. RODD,
MR. STEWART.

JAMES AUGUSTINE CUNNEEN, Esq., IN THE CHAIR.

William Elliott, Esq., was called in and examined:—

W. Elliott,
Esq.
7 Mar., 1873.

195. *Chairman.*] I believe you are a grazier living in the Lachlan District? I am.

196. Do you remember that in the beginning of the year 1861 you applied to the Government for a lease of some Crown Lands in the Lachlan District? I do.

197. About what date was it when you applied to lease these lands? About the 9th of August, 1861.

198. Are you sure that it was in August, or was it not in May, 1861? I tendered in May, and I had a letter from the Lands Office in August. The date of the tender was May, 1861.

199. Had you reason to believe that those lands for which you applied were unoccupied Crown Lands? I had very strong reasons to believe it.

200. You were a resident of the district? Very nearly twenty years.

201. You knew where the land was situated? I did exactly.

202. And you described the situation of this land in your tender? I did.

203. What reply did you get to your application for a lease of this country? I received this letter, dated "Crown Lands Office, Sydney, August 9th, 1861." (*Vide Appendix 1.*)

204. Did you receive any further communication? I did.

205. What was the purport of it? About the 30th of November I received this letter, dated "Crown Lands Office, Sydney, 27th November, 1861." (*Vide Appendix 2.*)

206. Would you have any objection to hand these letters in as evidence? I want the originals, but you can have copies.

W. Elliott,
Esq.

I 7 Mar., 1873.

207. In November, 1861, you were informed that this land was under lease? I was.
208. Had you any reason to doubt the fact of its being then under lease? I had very strong reasons for doubting it. In fact I knew it was not under lease.
209. Had you any reason to think that it was being occupied by others without rent being paid for it? I had reason to think so.
210. It was your impression that they were occupying land without paying rent for it? They had no authority there whatever.
211. And you wished to obtain the land and pay the rent for it? That was my idea. I was quite prepared to pay the rent offered in my tender.
212. Did you at any time take any further steps in the matter? I did. I heard that this party ———
213. You heard who? I heard that on the dismissal or removal of Mr. Beckham, the local Commissioner, in or about 1869 or 1870, and the appointment of Mr. Futtor, that two parties had tendered for this very ground that I had tendered for in 1861.
214. For the land that you had been refused? For the land that I had been refused. And immediately after I heard that they had tendered for it, and that one of them had got it, I took steps to assert my right.
215. What were the names of these tenderers? Mr. Gibson and Mr. Barrett.
216. They tendered for the same land that you had been refused? Exactly so.
217. Was a lease granted to either of them? The lease was granted to Mr. Gibson.
218. What action did you then take? I wrote to the Crown Lands Office at once.
219. What representation did you make to the Crown Lands Office? I called their attention to my tender lying in the office for the very same land for which a lease had been granted, and wished to know how it was that a lease had been granted for the land when a lease had been refused to me in 1861.
220. You wrote to inquire how it was that the land for which you had applied and been refused had afterwards been granted under lease to Mr. Gibson? Yes; nine years afterwards.
221. What was the reply from the Department to this communication? This was it: A letter dated "Occupation of Lands, Sydney, 2nd August, 1872." (*Vide Appendix 3.*)
222. Then this reason which they give you is different from the reason which they gave you for declining it in the first instance? In the first instance the reason which they gave me was that the ground was already under lease.
223. And when they had leased the ground after your application for it had been refused, they gave you this other reason: that you did not make a deposit? They gave me this lame reason. The fact was that my tender was disposed of on the 27th of November, and this regulation did not become law until the 31st of December,—over a month afterwards.
224. The last reason which they gave you in this communication was, that when you tendered in May, 1861, you did not send in a deposit? No; they gave me this reason: that there was a regulation issued on the 1st of November, 1861, which provided that all tenders which had then been received but not disposed of must be accompanied by a payment into the Treasury of £2 10s.
225. But your application was before that regulation was promulgated? My application was before that; and my tender was disposed of before that regulation was promulgated.
226. And therefore that regulation could not apply at all to you? It could not apply to me in any way.
227. Therefore when you brought them to account for granting a lease to others which they had refused you, they then gave you this reason, which is also wrong, since it does not apply to your case at all? It does not apply to my case; not in any way whatever. You will see by this letter that my tender was disposed of on the 27th of November previous.
228. But whether or not, they gave you two reasons—first, they stated that the land was already under lease to another party? Yes.
229. And then, when you reminded them that they had granted a lease, they then alleged as another reason that you had not complied with a regulation which was not in force at the time you made the application. Is that the fact? Yes.
230. And you were thus deprived of getting a lease of this land which you were the first to apply for? I do not know that I was the first. Two parties applied before me, but they have since died.
231. But you applied before this party, Mr. Gibson? He did not apply for it until 1870. He had occupied it as long as the old Commissioner was in office, and there was not the slightest reason for him to apply for it. But the moment a new Commissioner, Mr. Futtor, was appointed to the district, there was a rush between Mr. Gibson and Mr. Barrett as to who should get their tenders in first. Mr. Gibson got his tender in first.
232. Did you take any further action when you were refused a second time? I did. Being absent from Sydney, I applied to Mr. Lane, of George-street, to write to the Commissioner of Crown Lands about this matter, and to take some steps to see me righted. Mr. Lane received this letter from Mr. Pretious, which was the last letter I received. It was handed to me by Mr. Lane on my arrival in Sydney. It is dated "Occupation of Lands, Sydney, 12th February, 1873." (*Vide Appendix 4.*) That was all the satisfaction I could get. The matter was thoroughly closed, not by the Minister but by Mr. Pretious. That is supposed to silence me for ever; and the land is given to those persons who occupied it in the face of my tender.
233. Where these the persons who occupied it without paying rent? Yes; for nearly twenty years, and for nine years after I tendered for it.
234. You were refused it, and they were allowed to occupy it for nine years after that? Yes; without paying rent.
235. You were deprived of the lease of the land? I was.
236. And as a consequence the public revenue was to that extent deprived of the rent which ought to have accrued to it for the use of the public estate? Yes, for twenty years to my knowledge; and rent ought to have been paid for it for nine years before the lease was granted to Mr. Gibson, and before the Government got anything for it.
237. Carrackabool is the name of the land? Yes.
238. On what watercourse is it? Barbajill Creek intersects it.
239. About what area is it? It lies between the two runs of Mr. Gibson.
240. Have you any idea of the area? The area of Boga Bogalong is estimated to be 75,520 acres, or 12 miles; and the area of Caragabal is estimated at 26,880 acres, or about 5 miles; and that would make about 17 miles in Gibson's two runs. Instead of that he has got about 40 miles. 241.

- W. Elliott, Esq. 241. Where is Carrackabool? Carrackabool is between the other two runs.
- 7 Mar., 1873. 242. What do you estimate the extent of the country you applied for? About 84,000 acres, or thereabouts. It is much over that; but I would sooner be within it than over it. It is 40 miles from one boundary of Gibson's to the other.
243. And you would have paid rent for these 84,000 acres of Crown lands for nine years had you have been permitted? Yes; rent and assessment.
244. And during that time the land was lying idle, or being used by persons who paid no rent? It was.
245. *Mr. Rodd.*] Could you bring proof of that? I can.
246. That no rent was being paid? That no rent was being paid.
247. *Mr. Creed.*] Do you know what rent is being paid now? I have not the slightest idea.
248. Have you any objection to state the amount of your tender for it? Station property at that time was of very little value. I could not tell you from memory. I have not seen the tender since it went into the office.
249. *Chairman.*] Have you any description of the country for which you tendered? It is described in the tender exactly, lying between these two runs of Boga Bogalong and Carragabal. The boundary is minutely described. The description is sufficient to enable the Commissioner or anybody else to know exactly where the ground is. I think it a very great hardship that I should have been used in this way.
250. *Mr. Rodd.*] Is the same gentleman in possession of this land that owns the other two runs? Yes, he is, and always was in possession of it; and he did not trouble himself at all about it until Mr. Beckham was removed. The moment a strange man came he put in a tender for it.
251. Is Mr. Beckham living? I do not know. He was removed from our district.
252. *Mr. Creed.*] In what year was he removed from your district? In 1869 or 1870.
253. *Chairman.*] Have you any reason to suppose that it was on account of Mr. Beckham being removed that induced them to tender? I am perfectly satisfied of it.
254. Then Mr. Futter reported that there was vacant country? He told me so himself.
255. That is with regard to the first refusal? The moment Mr. Futter came into office in our district he was called upon by Mr. Barrett to inspect this country.
256. *Mr. Creed.*] That was only last year? In 1870.
257. You have not applied for the land since 1861? I have not; but I have applied to know what has become of my tender.
258. The only tender you ever made was in 1861? That was the only tender I ever made.
259. *Chairman.*] When you moved in the matter a third time you were informed that the case could not be reopened? I was; because it had been decided on by competent authority.
260. *Mr. Rodd.*] I understood you to say that you could bring proof that Mr. Gibson paid no rent during the time he held possession of the land? I could not bring that, excepting through the Lands Office. I can prove that he occupied the land.
261. I understand you to say that you could bring proof that he paid no rent? It is impossible for me to do that; but it does not appear officially; I will prove by a hundred persons that he occupied the land, and then it is for him to show that he paid the Government rent for it.
262. *Chairman.*] I suppose from the fact of your being a resident in the district you knew the boundaries of this unoccupied country? I did; and I have a description of the boundaries of the occupied country in my hand. I got them from the Lands Office to-day.
263. That does not contain this unoccupied country? No.
264. You know it from your own knowledge of the natural features of the country, and from a tracing you have gone over at the Lands Office of the adjoining runs in which this land is not included? I do. The matter is very simple. Up to 1870, Mr. Gibson was paying rent for one run containing 12 miles, and another containing 5 miles, that is 17 miles altogether. But from one end of the country to the other which Mr. Gibson claims is at least 40 miles.
265. He occupied 40 miles, while he had only the right to occupy 17? That is the best description I can give. From the eastern boundary of Carragabal to the western boundary of Boga Bogalong is 40 miles. All this country he has occupied for some twenty years to my knowledge, and I do not believe he has ever paid a shilling for it; and now when Mr. Beckham is removed, and a new Commissioner comes into the district, Mr. Gibson goes very quickly and shoves a tender in on the top of me and everybody else, and he gets the preference over us all, although he has had the use of land for so many years.
266. *Mr. Creed.*] Is Mr. Beckham in the Service now? I think he has been removed, and for something very like this; but I should hardly think that when this matter comes to be investigated I shall have to be the sufferer to the extent I really have been.

FRIDAY, 14 MARCH, 1873.

Present:—

MR. ROBERTSON, | MR. STEWART.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

A. O. Moriarty, Esq., was called in and examined:—

- A. O. Moriarty, Esq. 267. *Chairman.*] You were formerly Chief Commissioner of Crown Lands? I was Chief Commissioner of Crown Lands in New South Wales for 10 years, and I was 25 years in the Public Service.
- 14 Mar., 1873. 268. You wrote to the Chairman of the Committee last Session to the effect that you wished to be examined before this Committee? I made that request because I had become aware incidentally that certain evidence had been tendered before this Committee, and that certain evidence had been sought by this Committee, the direct effect of which was highly damaging to me, in my estimation. I wished in justice, not merely to myself, but to others, to have an opportunity before that evidence was sent forth to the Colony, of placing my evidence before the Committee in reply to that. That request was denied me. The evidence taken last Session was published, and up to this moment I have never had an opportunity of saying a word in reply to it. I am here now in obedience to a summons of this Committee. I have not repeated my request this Session.

269. Would you wish to make any statement to the Committee? It is rather late now to reply to statements made last Session. I am prepared now to answer any questions you may put to me, but I trust to be permitted to make a fuller statement before the inquiry terminates.
270. As you are here, and must have a considerable knowledge of the subject referred to this Committee, I will ask you one or two questions. In what state is the survey of squattages now;—are there many of them actually surveyed? A great number of them are surveyed.
271. Those which are surveyed, I suppose, are all charted? Not all. The answer yes or no would hardly do justice to that question. For many years the Government declared that it was their intention to survey the squatting runs. From 1851 to 1859 that was the declared intention of the Government, although many persons practically acquainted with the subject regarded the idea as an absurdity. I had repeatedly written and spoken on the subject, endeavouring to show that the thing was impracticable and unnecessary at the time; but it was not until 1859 that the attempt was abandoned. A great number of people had actually paid into the Treasury the estimated amounts for the measurement of their runs, and these sums were lying in the Treasury for several years, the duty of surveying never having been undertaken. When people were crying out for the measurement of small farms near the townships, anyone acquainted with the subject would see that the surveyors had more than they could do to accomplish the work near at hand, and any attempt to carry out the measurement of runs in the unsettled districts then would have been a mere farce.
272. It has been given in evidence that a system of plotting runs without surveying them—plotting them in the office on a scale—obtains. On what system is that principle of mapping runs formed? It came about in this way: In the undulating country on the Dividing Range, or the slopes of the Dividing Range, as might have been anticipated, the runs were divided by the natural features of the country—mountain ranges, rivers, creeks, and watercourses; but in the great level country of the western interior that would not be practicable. In allotting runs to applicants there were no means of dividing the country except by some system of projection based on such natural features as do exist. A number of runs were applied for and brought under rent without their boundaries being determined, and one of the first things done afterwards was to determine them in some way. Many detached surveys, not known to the department, were made, by which isolated points and features were determined by the squatters for their own convenience. Mr. Du Faur became aware of the existence of these surveys, and he got a large number of them together, by means of which he was able to prepare a kind of skeleton map, forming a reliable basis of projection.
273. How far can these maps be relied upon in the public interest, as they contain only what is represented on the sketches made in the office, and have been prepared without seeing the country? Everything that Mr. Du Faur has on his maps is absolutely reliable. They are more critically tested than many other maps, and I should say generally more reliable technically than any published in the Colony. The projections are the result of the closing together of great lines, and the minutest accuracy is necessary to bring them together. He has admitted as a basis nothing but what has been absolutely determined.
274. Before these plottings took place how was the estimate of acreage arrived at? In the first instance the applicant would set out the run which he wished to take up. It was examined, and the points of it fixed upon the ground as closely as possible; and the contents of it would be estimated by the bearing and direction of the external lines.
275. Was this done by the Commissioner? The applicant's estimate was revised by the Commissioner, after personal inspection of the country.*
276. Something more is now done? The descriptions and estimates are still further revised upon the better information which has now been obtained.

A. O.
Moriarty, Esq.

14 Mar., 1873.

TUESDAY, 8 APRIL, 1873.

Present:—

MR. RODD,

| MR. STEWART.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Abram O. Moriarty, Esq., called in and examined:—

277. *Chairman.*] You were formerly before the Committee as a witness? Yes; on its last meeting.
278. You were then desired to defer your evidence to some future occasion? Yes; I desired to have my evidence deferred in order that I might be able to reply to anything that it might seem to me desirable to answer in the further evidence before the Committee.
279. Having seen that evidence, would you wish to make any statement in reference to it? With the permission of the Committee, I would like to refer to some matters which I think require comment. I may, however, state to the Committee, that having been probably more than any other person concerned with the administration of the land laws, and having been more than any other person, except their author, concerned in the preparation and consulted during the progress of enactments of the present laws, I naturally felt that the inquiry of this Committee would be a matter of deep interest to me; and I thought it probable that I might be of some slight assistance to the Committee in their inquiry. I found, however, that the inquiry by the Committee was—I will not say limited, but that it was directed to the bringing out into strong relief matters—mere trumpery matters as compared with the great question of the administration of the land laws—in which my official conduct is called in question. There are matters upon which some evidence has been taken by the Committee, some of which I am sorry to say are at variance with the fact. Probably it is not designedly so, but it is so much the case in some instances that I feel bound to ask the Committee to permit me to explain them.

A. O.
Moriarty, Esq.

8 April, 1873.

280.

* NOTE (on revision):—This, at least, was the intention of their instructions, but very imperfectly carried out in too many instances.

A. O. Moriarty, Esq. 280. Before you go any further, will you permit me to ask you what you mean by "trumpery matters"? I did not say, or at least did not mean to say, that the Committee's inquiries were trumpery matters in themselves, but that for an important inquiry of this kind matters of that character had been too much dwelt upon in connection with myself.

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281. By whom? By the Chairman of the Committee, and by one of the first witnesses examined—Mr. Pretious.

282. What are the trumpery matters to which you allude? The first I refer to is the matter connected with some runs called the Salt Lake Run, and some others.

283. To what else? To the statement made by Mr. Pretious with reference to having no record in the office of fees and deposits received in connection with runs.

284. What part of the inquiry respecting the Salt Lake Run do you regard as trumpery? The whole matter. It is not a subject that deserved to occupy the notice of the Committee.

285. That is your opinion? I think I should have no difficulty in proving it. I may, however, mention to the Committee, that when I spoke of trumpery matters, what I meant to say was that any matter in which blame has been attributed to me was trumpery, especially as compared with the large inquiry as to the administration of the land laws for the last ten years. With regard to this Salt Lake country, I should like, with the permission of the Committee, to say that during many years country was taken up in the far interior, especially in localities newly explored, and when the applications were sent in, it was almost of necessity very imperfectly described. Many blocks of this country would fall in after being rented for some years, and then, in accordance with the Regulations, these blocks would be at once again put up to lease, under the descriptions of the original leases, these being the only descriptions in the office. This was exactly what happened in the case of this Salt Lake Run. The original application for the run gave a very loose description, and after a time the run was forfeited and fell in to the Government. It was at once advertised for sale by auction under the description under which it had been held by the original lessee, and given in many years previously. Not being sold by auction, the blocks were re-advertised under the same description, the Department not knowing that there was any defect in it. They were advertised in the ordinary routine as being open for application. On this an application was made for the run, and then the fact of the existence of a discrepancy was brought to my knowledge by an officer of the Department. An investigation was at once undertaken, and it was then found that there was a serious discrepancy between the described boundaries of the Salt Lake blocks and the boundaries of other runs adjoining. I caused some further inquiry to be made, and whilst this was pending, I declined to accept the application, as I did not wish to commit the Government to the issue of any lease whilst I had a doubt whether there was room for any new lease in the locality. That is the substance of this Salt Lake matter.

286. Are you not aware that the Salt Lake was a run which had been forfeited? Yes, I have said so.

287. That according to the regulation it was advertised for the lease to be sold by auction? Exactly.

288. That not being sold at auction it was again advertised as open to be taken up by any person? That is what I have stated.

289. When you advertised the sale of the lease, and also when you advertised it as open for occupation, did you on both occasions advertise the description? We did. It was the same description in each case.

290. And when a person applied for the run, he was informed that the Government were not in a position to give him the run as set out in the advertised description? Yes. I have explained so.

291. How did it happen that you came to advertise a description when you were not in a position to give what you described? For the simple reason that this run, like eighty-hundredths of the runs in the interior, at that time was in a country that had not been surveyed. In these cases, as the surveys are made and connected, it often turns out, for instance, that the distance between two watercourses which had been taken in a rough-and-ready-way for boundaries, was not so great as had been imagined. The consequence would be that there would not be the extent of country expected to exist; or it might be found that the boundaries lay partly within those of some other lease. All this can only be ascertained by actual survey.

292. But do you not think it a most unbusiness-like way of doing things to advertise land for occupation until you are sure whether you have it or no? It would be very desirable if it were possible to have every run surveyed before it was advertised, but as the Committee are doubtless aware, no squatting runs had been surveyed until within a recent period. It was not till some years after that the survey of runs became more general.

293. If a private individual had a quantity of land to lease, and advertised it as having certain boundaries, if you applied to lease that land and were then informed that you could not have it with those boundaries, as he found he had not got them, would you not think that a very unbusiness-like way of proceeding? The comparison hardly holds good, because a private individual never can let land that is not well known and that he does not know to belong to him, and of which the boundaries are not well ascertained. But as far as the Government were concerned, the entire lands of the Colony had been of necessity let without the boundaries being known definitely. Detailed surveys of the runs in the far interior are only now proceeding, for the demand on the Survey Department in past years was so great that the survey of squatting runs was never seriously undertaken. Some twelve years ago there was such a great and unsatisfied demand for land in small farms, that the Legislature found it necessary to introduce the system of free selection before survey; indeed, for years after, the squatting districts were thickly occupied, the Survey Department was not expected to know anything beyond the nineteen Counties, and all the squatting runs were beyond these. As far as the country beyond was concerned, we had to take it as it existed in the ideas of those who took it up, and of the officers who dealt with their applications. It was not only in the case of the Salt Lake but also in a large number of other runs that the Government gave leases with some particular creek or range as the leading point of the boundary; and it would be found afterwards that this creek or range was not in the position assigned to it by the lessee; and then, as other leases often depended upon the boundaries of the first, some confusion and difficulty would be experienced.

294. Were these descriptions defective by reason of their vagueness? I do not say that they were all vague, because care was always taken to lay down some certain point to start from; but the position of these points was sometimes found to be mistaken.

295. I am not alluding to the care, but what I mean is, were they vague so far that the runs were not actually in the position which the lessees, by their descriptions, would lead the public to believe? That may have been the case in some instances. In some particular cases it may have been so, but it was not a general thing

296. In how many cases? In my experience, I should say, in some half-dozen cases.

297. Not more? I am speaking only from memory, but I should think that certainly there could not have been a dozen such cases. A. O.
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298. Do you not think that the Government ought not to advertise, as correct, a thing which they did not know to be so; it would be easy to say that it was not known what the area and boundaries were, instead of the Government giving its weight and authority to an advertisement representing a certain run to have such an acreage and such boundaries, when the latter were not actually known? I think, as a matter of fact, the acreage was never given as actual, but always as estimated; and the boundaries were never stated in such a way as to mislead. 8 April, 1873.

299. You think correct boundaries were always given? Yes, the lessees would give correct boundaries for their own protection, but they would be given in such a way that their effect would not appear until the run came to be measured.

300. They were simply boundaries on paper? No. They were something more than that; they were boundaries sometimes defined by natural features, sometimes made on a projection from information correct in so far as it existed of the actual features. That check may have been incorrect in many cases from a variety of causes; and in about a dozen cases it was found that the features were not placed as recorded. I have always thought that all the information necessary for defining the boundaries ought to be had, and I have done my best to carry out that idea.

301. Would you not think that a fair subject of inquiry for this Committee—into this mode of advertising runs by descriptions, which cannot afterwards be guaranteed? Possibly it may be so; but in general the descriptions have been reliable.

302. Why then do you call it a trumpery matter? Pardon me; that is not what I referred to as a trumpery matter, but only the subject in so far as it imputed blame to me.

303. It was not with reference to yourself, but to the misleading of the public by the advertisements in the *Government Gazette*, that the attention of the Committee was directed? Allow me to observe, that there is not an old estate in the country that might not be said to be held under an erroneous description, if that description were looked into critically. But every one knew that the boundaries of these runs had not been measured, and that what was advertised was only an approximate estimate of the contents. If you ask me the question whether it would be advisable for all forfeited runs to be measured before they are put up for sale, I should say at once that it would be a most desirable thing. But at the same time it would have been utterly impossible formerly, and the only effect of such an attempt would have been to arrest for an indefinite period the redisposal of forfeited leases.

304. You think it would be a wise thing if the Government were to be in the position of saying that they could give to the purchaser all that they represent in the advertisement? I do, certainly.

305. Have you any further statement to make? I should add to my answer, with reference to the measuring of forfeited runs before they are disposed of, that this matter formed the subject of frequent regulations* before the present Act came into force; but there was such a large area to be dealt with, and so many leases, that the Government found it necessary ultimately to dispose of the leases without being measured. Every branch of the Survey Department had as much work as it could manage, and if this had been thrown upon the Department it would have caused such enormous arrears that one-half the country would never be under rent; so we were forced to take the best information we could get in regard to the leases, and that was the description of the original lessees, after examination by our own officers, the Commissioners of Crown Lands.

306. It also seems that the Government, in some of these descriptions, included parts of runs already leased; so ignorant were they of what they offered to the public that they not only gave wrong descriptions but also included the property of other persons in what they offered for sale? Exactly; and that was the very reason why, in the case of the Salt Lake Run, I thought it advisable to have some inquiry made before disposing of the lease. It was ascertained that the position of certain trees which guided the frontage marks was different from what it was supposed to be, and that consequently the run was not of the same extent as it was advertised.

307. It was the same with the Hermitage and the Gumble Plains blocks and some others? No. I think that was not the case in these instances. I think that many of these runs were found on a continuation of lines being run from different points remote from each other to involve a conflict in description.

308. It was stated in a return from the Lands Department that these blocks were not leased because they were found to contain within their boundaries parts of other runs? Yes; that is to say, that in the course of dealing with an enormous number of cases some erroneous overlapping was found to have occurred in a few. With regard to the Gumble Plains, some of these blocks were taken up with reference to an outlying range, to springs and to other places, whilst some other blocks were taken up with reference to the main natural feature,—the river bank. When the survey went from the river, and these unconnected points were connected by actual survey, there was found to be some conflict of description.

309. Are you aware that in some cases Crown tenants have occupied a great deal more country than was included in their lease, and that in some instances this over quantity has been applied for and refused, whilst the lessee has been allowed to hold it without paying rent;—do you know any cases of that kind? A great number of cases have come to my knowledge in which lessees have occupied and have attempted to hold areas largely in excess of what they paid for. I may mention the case of the Murrumbidgee Plains as a strong instance of this. The rivers Murrumbidgee and Edward, and the Billyong Creek formed the frontage, and the holders of these runs only paid for 10 miles out from it; at the same time they claimed all the back country, some millions of acres between them, without paying for it. This claim was strenuously resisted by myself, and so successfully; that these great plains were cut up into runs, let for high rents, and now compose some twenty or thirty of the most valuable runs in the Colony. The same process is going on everywhere else. The squatter naturally tries to get as much country as he can. They like to have elbow-room to work their flocks. They feed out as far as they can do so unchecked, and wherever they have a colorable claim to country they assert it.

310. Trying at the same time to elbow others out? Yes; and one of the chief functions of my office, as I conceived it, was to resist this attempt on the part of individuals, to monopolise large tracts of country, for which they paid nothing; and my having done so has resulted in a very considerable increase of the squatting revenue. Under instructions from the various Ministers for Lands, this subject was very minutely

* NOTE.—See Regulations, 28 July, 1849; 1 January, 1850; 22 November, 1851; and 15 July, 1853.

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minutely dealt with. Every individual case was separately looked into, and every claim was critically examined before it was decided upon. Rules were laid down, providing for the way in which these cases were to be disposed of, but in no case was the squatter allowed to retain country which did not come within the limits of his recorded description, fairly interpreted. If it appeared on a survey, as it often did, that that description, when put together, when the various points were known, included an area much in excess of that claimed in the description, rules were laid down by which a relative and proportionate excess of rent should be recovered. I think the rule was, that if there were found to be in excess to the extent of one-third of the country held, the Government insisted upon a reassessment, and payment of additional rent in proportion. If there were found to be an excess of two-thirds, the Government, in addition to that, claimed an immediate reappraisal and an adjustment of the rent, from the date of the then current lease.

311. *Mr. Stewart.*] Was this done in many cases? Yes, in very many cases; and large sums were returned to the Treasury by the action thus taken. I may say, however, that some of these claims were dealt with by succeeding Ministers in their own way, and that many large sums, which had been recovered and paid—in some cases willingly paid—were afterwards remitted. In all my own proceedings in this matter I laid it down as a rule that no squatter should get into his run land which his description did not fairly include, and which the faith of the country was not fairly pledged to lease him.

312. *Chairman.*] When a Crown tenant holds country not included in his lease, and another person becomes aware of it, and applies to lease the surplus country, how is a case of that sort dealt with;—when what the squatter would term an outsider comes in and applies for the surplus country—how is he dealt with;—has he a lease granted to him? If the country so applied for does not come fairly within the terms of the description of the leaseholder, and if the outsider be the first tenderer, he gets it as a matter of course. If he does not get it, I think it is possible in some cases; in fact I am certain it has happened in some cases, and specially in one that I have in my memory—that it has been proved that the land had been tendered for in former years by some one else, when, from imperfect knowledge of the country, the tender has been refused under the impression that no vacant country existed. In that case the Crown would revert to the old tender, and the old tenderer who had previously been refused would get the spare country. There is one case, as I just remarked, that comes within my knowledge. In this case the late Mr. Robert Fitzgerald held some large runs on the Big River, and Mr. Single tendered for some land at the back, contending that it did not come within Mr. Fitzgerald's descriptions. Mr. Fitzgerald laid claim to all this country, and with his great influence against me I still contended for what I considered to be the public interest. Mr. S. C. Brown, a Member of this House, knows all the details of this case, having been engaged in it, and he could tell you the battle he made for it, and the trouble I had in resisting the claim, backed as it was with all Mr. Fitzgerald's wealth and personal influence. A survey, however, was at last ordered to be made, to see whether, on measurement, the descriptions would take in this back country. On the survey being made from the various points mentioned in the description it was found that the back country was not taken in by the description; thereupon Mr. Single's tender was accepted; but upon investigating the matter I found that another person, Mr. Morrison, I think it was, had tendered some years before for part of the same country, but his tender had been refused on the ground that there was no vacant country. Knowing of this tender, I considered that the tenderer was entitled to the land, and I recommended that the tender should be re-opened, though it had been previously declined. It was re-opened and was accepted for part of the excess on Mr. Fitzgerald's runs.

313. Was that the usual course? That would be the usual course; in fact the course uniformly adopted where the tenant could not show that the land tendered for came within the meaning of his recorded boundaries.

314. Do you remember any case in which a person, not the occupier, has applied for country of this description, tendered for a lease of surplus ground, and been refused it, and then that the squatter who occupied the ground has applied for it and got it; in fact, where the outsider was refused, and where the Crown tenant got the land, though he did not apply for it till after the other? If such a case has occurred, it was most certainly illegal. I always acted on the principle that the first applicant for unlet country had a right to it by law. At the same time I know how difficult it is to convince Crown tenants that land which they have long looked upon as theirs does not belong to them; and it is equally difficult to convince applicants that the country they have applied for is not vacant country.

315. Have you any further statements to make, or are there any other matters you would like to allude to? I am very unwilling to take up the time of the Committee, but there are some which I feel, in justice to myself, that I ought to refer to. I find that an hon. Member, Mr. Baker, in the discussion on the motion for appointing this Committee, referred to some case which he stated had come within his own knowledge, and which, if it had occurred as he described it, would have evinced the grossest mismanagement in the office under my charge. The case was this, and these are the hon. gentleman's own words as given in the newspaper reports:—"Another matter was that of tenders for runs. To his knowledge a tender had been sent in and the deposit paid, and in spite of frequent applications no information could be obtained whether the run was leased or not. After fifteen months a letter was received, stating that the money had never been received in the office. A land agent was instructed to make inquiry, and after four or five months it was found out that the money had been received and had never been acknowledged. At last he was told that he could not have the run, because some one else had applied for it." At the time this statement was made I had no connection with the Department, and I consequently could not furnish materials for setting the matter in its proper light, but I wrote to Mr. Baker, asking him the name of the person to whom he had referred. That hon. gentleman was kind enough to furnish me with the name, and I found at once, as I expected, that Mr. Baker had been in error as to his facts. What the facts of the case really were the following letter from the person concerned will show:—

"Euroka, Morangarell, Bland,
"7 August, 1872.

"A. O. Moriarty, Esq., No. 3, Spring-street, Sydney,—

"Sir,
"I received yours, dated 3rd ultimo, referring to my tender for Long Reach, or East Carabah. You request information as to whom and when I paid the deposit for my tender, dated January, 1870. The whole affair is very simply explained.

"It is true I sent in a tender, dated as above, but through my not being acquainted with the formality required, I neglected to send the deposit at the same time. "Receiving

"Receiving no answer, I was induced to commission Mr. Hanson, land agent, Sydney, to look after the business for me. The first letter I got in reference to my tender was from him, stating that no deposit had been paid in, and requesting me to forward the deposit, £2 10s., together with his fee, also £2 10s.

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"I sent him the £5; that was, I believe, in April, 1870, as near as I can remember, for afterwards I got so little satisfaction that I have kept but little of the correspondence. However, it seems that he put in another tender, and paid the deposit in June, 1870, for which I have an acknowledgment from the Government. Mr. Hanson was confident of my tender being accepted, and said that no tender could take precedence of mine.

"I trust you are satisfied with my answer to your questions. I have simply stated the matter as it occurred.

"Should you have anything to communicate with reference to my tender, I shall be happy to hear from you.

"I am, &c.,

"CHARLES BURRETT."

Thus the whole matter was simply this:—The person puts in a tender, and fails to send the deposit with it; he employs an agent who discovers the mistake, puts in a fresh tender, with a deposit accompanying it, and in due course gets an answer acknowledging it. There are also several matters stated in evidence by Mr. Pretious, in relation to which I really cannot understand his evidence. In the first place he states that there was no record kept of deposits forwarded with tenders for runs. I do not know if it occurred to him that in making that statement he, who was an officer receiving a salary of £450 a year to supervise the clerical arrangements of the office, was making a very serious charge against himself; but, as a matter of fact, the statement is incorrect. There is not only one record of such transactions but there are six records of them. What these are I will shortly describe. The first of these in the Department of Lands is a book which is kept locked up in the tender-box. In that book is recorded every instance in which a tender is forwarded, and in which the amount of cash, if any, accompanying each tender, is specially noted. This book was designed by myself as an additional counter check upon the records of the office. It was not in any way under my control or within my reach, being kept in the tender-box under three keys, each held by a different person. In this, in every instance, is noted the tender and the cash received with it, the entries being signed by the Board. It is then locked up in the tender-box when the Board breaks up, and remains altogether beyond the control of the Department. No. 2 record is the endorsement by the Board on the tender, with a statement of the amount of cash, if any, received. No. 3 record was contained in the covering minute. All the tenders of each month were placed in a covering minute, on which again was noted the particulars of the tenders, and the total amount of cash, if any, received. These covering minutes are records of the office, and the tenders and all relating to them are kept under their cover, and arranged in the same order as that in which they are opened. No. 4 is this:—Tenders are entered in a separate tender register in the Crown Lands Office. In this register there is no special record of the deposit paid; but the fact of a tender being entertained and forwarded for report, as noted in the register, was evidence that the deposit had been paid, because, if it were not paid, the tender would be declined on that account, and would be noted accordingly in the register. The 5th record is the acknowledgment of the receipt of the tender and deposit sent to the party tendering, and of which copies are kept in the letter-books of the Department. No. 6 record is by the routine of the tenders themselves, those being regular, that is with the deposit paid, being sent on, and those which are irregular being at once declined.

316. If that be the case Mr. Pretious ought to have been able to give us a return of the amounts received as deposits? No doubt. It could be prepared without the least difficulty. There is another statement he made to which I take exception, and that is, that receipts and payments never went through him. He must surely have forgotten the practice of the office; everything went through him, unless he happened to be out of the way at the moment. It sometimes occurred, however, that in an emergency I would send for the accountant and make the payments through him direct; but as a matter of routine all papers and instructions went to Mr. Pretious, and from him to the accountant. With regard to these fees passing through the office, the whole amount of them was only a very petty affair, being fees on transfers and deposits on tenders. They were of small amount, and were regarded by me as matters merely clerical, which were balanced up and arranged every month, and to which, beyond seeing this done, I gave little attention. No considerable amount at all ever passed through the office, except through misdirection, or when personal acquaintances of my own would send me money to pay for them, and when this happened I always took care to have such remittances recorded in the office, and by these means they might easily be traced. Every communication received by me during my holding of office has been carefully recorded, and that record will show every communication I received, the subject to which it referred, and the contents or enclosures, if any. That may be had at any time, for though the administration may alter, the record will still exist.

317. Mr. Pretious states that the receipt of money for leases at the Occupation Branch of the Lands Department was in violation of the Regulations under the Crown Lands Occupation Act? He is in error there, as the Regulations will show. It was found that persons in possession of country that they were not paying for, sometimes applied for a lease of it as vacant country without the least intention of taking it up, their only object being to shut out others from applying. To prevent this sort of thing from being continued we called upon persons applying for forfeited leases to forward the amount of the rent with their applications. When these were approved of, they were transmitted to the Treasury, who were then authorized to receive the money, which would not previously have been receivable at the Treasury. But transactions of that sort were only few in number, and did not, I suppose, amount to a hundred pounds in any year. Then again, in question 585, he is asked: "Was it then the Treasury which took action in the matter;—did any persons who had deposited this money for leases ask why their cases were not decided upon, and then upon inquiry at the Treasury find that their money had not been paid in there?" And to this he replies: "I am unable to state whether any particular case of that kind occurred or not; these moneys were never paid into the Treasury through me." Here Mr. Pretious is in error, because all communications of what kind soever with the clerks of the office passed through him. Then again, in question 596, he is asked: "There was no record kept?" and he answers: "No; the moneys were handed to the late Chief Commissioner, and the office knew nothing of when they were paid into the Treasury." Here again

he

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he is quite wrong as a matter of fact. His statement that the moneys were always handed to me is inconsistent with the fact, because the money as paid was handed to the clerk and not to me. Of course if it came by post it came first to me of necessity; but the documents relating to it were always immediately afterwards handed over by me to Mr. Pretious, or it would go to him through a clerk. I desire to state further that during the whole time I held office, never upon any occasion was any pecuniary transaction conducted by me relating to Crown Lands, except through the agency of the Department. In question 632 he is asked as to the origin of the inquiry, and he answers: "I am not aware. I do not at present recollect what was the first cause of that inquiry, whether it was from a private source or otherwise. I know less of that inquiry, and less of the cause of that inquiry, than perhaps any person, though I may have been supposed to have known a great deal of it. I have not seen the papers to this day." Mr. Pretious is under some slight misapprehension here. Those papers which were produced to Parliament at my instance will show a memorandum of Mr. Pretious's dealing with the whole question. However, as a matter of fact, I am not aware of any person having made any inquiry or complaint, of the kind alluded to in the question put to the witness. I have reason to believe that some complaints were privately made during Mr. Cowper's Administration, which resulted in his sending an officer to investigate the accounts of the Crown Lands Office, of which I was the head. That led to a correspondence, in the course of which many things were stated that I never heard of until I saw the papers that were laid before Parliament; there was not a material point in those papers which I had not dealt with in a way that would have been satisfactory to any impartial tribunal, except only in so far as there were matters in them that I had not previously heard of. In fact the history of my removal from office was this: Some few months before this inquiry took place, about the beginning of 1870, the Under Secretary for Lands resigned, and I was asked to undertake the duties of that office in addition to those of my own. I was not anxious for the office; I did not apply for it in any way, because I knew it would bring with it no increase of remuneration whilst there would be great additional responsibility cast upon me. I undertook the duties, as I thought that in doing so I might be able to simplify many matters in which from the division of the offices there was a great deal of needless routine in referring from one to the other. Much of this I thought might be remedied by my holding the two offices. Soon after I had undertaken this additional duty, Mr. Forster left the Government, and no successor to the post of Secretary for Lands was appointed for some months, so that there was no person administering the Department at all during that time. The then Premier, Mr. Cowper, used to visit the office occasionally, but in so far as his supervision went it was rather an incumbrance than an assistance, owing to the time I lost in watching and waiting for interviews with him and his ignorance of the business. The result of this was that my own ordinary duties fell into arrear, and my health was almost completely destroyed, added to which I did not receive the assistance I should have had from subordinate officers. There were thus arrears of correspondence, and my own broken health, impairing my own energy, oversight and neglect occurred in matters to which my attention should have been but was not directed, and were made the most of, until the ultimate issue was my removal, with intended disgrace from an office I had filled with honor for twenty-five years; and it might have entailed starvation upon myself and my children after I had held for ten years the administration of one of the largest sources of public wealth, if I had not stood a little higher in general estimation than those who assailed me. Had it been earlier in the Committee's proceedings there are many matters that I might have suggested to them as fit subjects for inquiry, but now I presume the Committee will consider it too late to enter upon them. I may add that the inquiry into the cash accounts of the office was intimated to me about the 27th of May, 1870; and I think the papers will show that every sum of money that ever came into the Lands Office was finally arranged with the Treasury before the 5th June, only some four or five days after the inquiry, although my health was then in such a state that Dr. Alleyne assured me that unless I had instant rest my hold upon life was not a very strong one. As soon as I became aware of the substance of the papers which were laid before Parliament, I at once took exception to a number of statements in them, which were entirely new to me, and which were untrue. I addressed a memorial on the subject to Lord Belmore, and His Excellency handed that memorial to Sir James Martin, the then Premier, to be dealt with; but I have never had an answer to it from that day to this.

WEDNESDAY, 16 APRIL, 1873.

Present:—

MR. STEWART,

MR. TUNKS.

JAMES AUGUSTINE CUNNEEN, ESQ., IN THE CHAIR.

Mr. Charles M'Keown called in and examined:—

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318. *Chairman.*] You were for some time a resident on the Darling? Yes; in the Albert District.
319. You have been in the employment of the Government under the Crown Lands Commissioner? I have.
320. You had the collection, for a time, of the licenses for cutting timber on and taking stone and so forth from Crown Lands? Yes; for a portion of the time I was there.
321. Under whose instructions did you act? Under the instructions of Mr. Commissioner Woore.
322. He was Commissioner for what? Commissioner of Crown Lands.
323. For what district? For the Albert District.
324. You were paid your salary through the Public Treasury, were you not? I was.
325. In your position as collector of rents and licenses were you under the direction of the Commissioner? Yes; under his direction exclusively.
326. Did you find that he took an interest in the performance of his public duties? No; I am sorry to say I did not.
327. Did he perform them in such a manner as to be of advantage to the country? He did not.
328. In what respect did he fail? In refusing me the opportunity of doing my public duty by requiring me to do private work for himself.
329. Did he employ you in doing private work for himself at times when you ought to have been engaged in the service of the Crown? He did; and not only me but a number of other men besides.

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330. While you were in the service of the Crown? Yes.
331. And while you were paid from the Public Treasury? Yes.
332. Who were these other men? I will give you their names as they appear on the pay-sheet. They were, Michael Garra, Timothy Carroll, Charles M'Keown, Thomas Kelly, William Plaisted, Daniel M'Keown, James Baxter, and S. H. Vernon. It may be necessary for me to explain that these men were not all employed at one and the same time, but at different periods of the four years, from 1865 to 1869, that I was in the district.
333. And these men were all paid by the Government? Yes, from the Public Treasury.
334. And you were one of them? I was one of them during the whole of the time.
335. You signed the Government abstract for your wages? Yes; the usual monthly abstract; and we gave Mr. Woore authority to receive such wages from the Government on our account.
336. Do you state that during the time you were paid a salary by the Government you, and these men you have mentioned, were employed in the private service and for the personal benefit of the Commissioner? I do.
337. Will you state how you were employed in his private service? I will state the way in which I was employed in each year, as near as possible.
338. Let me ask you first how you were paid? Our money was paid monthly by the Government.
339. Who prepared and sent in the abstracts? Mr. Woore. I may say, in regard to the payments, that in joining the Service every man had to give Mr. Woore an authority to draw his wages. When the abstracts were sent in, the Government paid the whole amount into Mr. Woore's account in the Union Bank at Sydney, and when we required our money he would give us a cheque for it.
340. Will you now state, as succinctly as you can, how you were employed in the personal service of Mr. Woore? For the first five months of 1865 I was employed tailing horses. Our party then consisted of three—Timothy Carroll, Michael Garra, and myself; the other two men were employed—Michael Garra as a kind of valet to Mr. Woore, mending his boots and clothes, cleaning his boots, washing his clothes, and otherwise attending to his comfort; Carroll performed duties somewhat similar. Then for about eight weeks of 1865 we were out on the Paroo, measuring and defining boundaries. After that the Commissioner left the district for six months. Our party then consisted of four men by the addition of Thomas Kelly, and during six months these men had nothing at all to do. In 1866 Mr. Woore returned in February, bringing with him another man, William Plaisted, to be placed on the staff and to assist us.
341. To assist you in doing nothing? Exactly. After his arrival I had some conversation with him, and questioned him about this man. He then told me that he had employed him in South Australia at £15 5s. per month, and that he had engaged him to build a house as he was a stone-mason. He was put on our staff, though he had no horse nor any equipments of any kind for doing the work we had to perform. He remained on our staff for five months, and during that time he never did any of our public work. He was working with the other men of the staff upon Mr. Woore's private work. Timothy Carroll had then left, and the four of us who remained were employed in raising stone to build a large house on the Darling for Mr. Commissioner Woore. We were engaged raising limestone and other things necessary for the construction of a large building.
342. And this man? He worked at his trade as a mason, and we worked the same as he did, the only thing being that he had the advantage of us from being employed at his trade, as well as from his not requiring any horse or equipment the same as we did. All he had with him were his chisels and hammers and other things for doing his work as a mason.
343. Was this house you were engaged upon the property of Mr. Woore? It was.
344. And while you were employed upon the building were you paid by the Government? I was.
345. Was this mason also paid by the Government? He was; for about five months, as near as I could judge.
346. Did he sign the pay abstract? Yes; just the same as I did myself.
347. Though he was working at the time in building a private residence for Mr. Woore? Yes; most certainly.
348. Were any others of the Crown Lands staff so employed? Yes; the whole of us. We were all employed over the building, with the exception of Michael Garra; he was cooking for the party during the time. He then held the position of Crown Lands bailiff; and his duty was to act as cook to the party.
349. What land was this house built upon? It was built on Crown Lands in the first instance, and Mr. Woore thought he would be able to sell it to the Government; but I believe they declined to buy it. He was then advised to free-select the ground, as the Government would not take the house. Mr. Woore led me to believe in the first instance that it was Government property, that he was building it for the Government, and hurried us on with the work on that account, promising when the house was completed to get the Government to erect barracks at the rear for the men. He acknowledged himself afterwards that the house was his, and that he would sell it to the Government if they would give him £750. It was a very extensive property.
350. Do you know where these pay abstracts now are? I should say that they would be in the Crown Lands Office.
351. Do you know the address of the man Plaisted? I know where his address was last September; he was then on the Roper River, in the Northern territory. I was in communication with him in reference to this very case.
352. What were the particular duties of the Crown Lands Commissioner; what did he employ the staff at when they were employed in the Public Service? He usually employed two to accompany him when he went out to define boundaries and to assess runs, and the other two were left at home to protect the house and to carry on the work of the place, just like ordinary labourers. When he went out he would lay them out a certain amount of work to be done whilst he was absent, and he expected to find it all performed when he came back—such work as building out-houses, trenching ground for the garden, and such like. He always left them something to do.
353. How did you define the boundaries when you were out with the Commissioner? It was done by a machine with a wheel—a perambulator I think it is called. It had a dial on the upper part of it, which marked off the rods, furlongs, and miles, over which the wheel travelled. It was an instrument that could not possibly be accurate, or even approximate to the right measurement, as the correctness would

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- have to depend altogether on the man who held it. The dial on the top was just like the face of a clock, and everything had to depend upon the way this was placed, and it required the man to know whether he had it on the right side or the wrong side. If you had it on the wrong side to you you have the machinery upside down, and then the indicators would travel backwards. A man might do this by accident, and go some distance in this way, and then, not liking to acknowledge his mistake, he would turn it right, and go on without saying a word of what he had done. A man making a mistake of this kind would not stop within 10 miles of the actual distance, consequently there was nothing about it that was accurate.
354. Did I understand you correctly to say that during the six months Mr. Woore was absent there were four of you left behind doing nothing, and that during that time you were paid monthly from the Public Revenue? Quite so.
355. And that at the end of six months he came back and brought another man to help you to do nothing? Yes.
356. And that during the five months which succeeded you were working privately for him in the erection of a building? Yes, for five months.
357. And that during that time you did no other work? Never any public work.
358. And during that time you were paid from the Public Revenue, and signed the regular Treasury abstract? Yes, just the same as upon all other occasions.
359. When the house was completed did this man Plaisted leave or was he still retained in the Service? No; he left when the house was finished.
360. Then he was brought specially to do this work? Yes, brought from South Australia purposely for it. He was engaged in Adelaide for nine months.
361. During the whole time he was with you he was never engaged upon any duty for the Public Service? Never for one single day, or for one moment.
362. Who now owns this house which Plaisted was employed in building? Mr. Commissioner Woore; to the best of my knowledge he has not yet sold it.
363. Did the Commissioner occupy it? Yes.
364. As his private residence? Yes; he had it built in contemplation of his marriage.
365. *Mr. Stewart.*] How do you know that he said he wished to sell it to the Government? He acknowledged to me that he desired to sell it; that he wanted the Government to buy it; and that if they would take it he was going to leave the district.
366. *Chairman.*] While you were employed in the Service, and for the private benefit of the Commissioner, had you to neglect your duty of collecting licenses from persons taking timber and stone off Crown Lands? I did, certainly. I knew that I was neglecting my public duty, but then any refusal from me to attend to the private work I was ordered to do would have been followed by my instant dismissal.
367. About how many was the average number of runs of which during the year this Commissioner laid down the boundaries or furnished the descriptions? I could not state accurately how many, but I am quite sure that they were not many, and certainly not the half of what he might have done had he been desirous of performing his public duties.
368. Where did the material come from, of which this house was built? From Crown Lands, about a mile distant from the house was where the stone came from. The limestone was got about 7 miles away; and the freestone came from about the same distance. I raised the whole of the freestone myself, and carted it with my own horse and a dray of Mr. Woore's, which he bought.
369. Was it the duty of the Crown Lands Commissioner to serve out the blankets for the aborigines? I believe it was his duty as a Justice of the Peace, but I do not know whether it was his duty as Commissioner. I know that as a Justice of the Peace he had such blankets—a bale of them.
370. How did he reach these aborigines to supply them with the blankets? He gave a few out to the police station when one was formed there; and then he gave a few about to the squatters in the neighbourhood.
371. In order that they might he distributed? Yes, to be distributed among the blacks.
372. Were these blankets marked or branded in any way? Yes, in the usual way such blankets were branded. To the best of my belief they had the word "Aborigines" branded on them, and a broad-arrow or a crown. I have seen them and handled them repeatedly, but just at the present time I cannot say positively how they are marked. They were branded just the same as all other blankets for the blacks are marked throughout the Colony.
373. Are you aware whether the Commissioner in any way employed any of the public property for his own use and benefit? I am.
374. In what way did he use them? When the house was finished and all closed up he went to town to be married, and during his absence he had the windows hung with these blankets in place of blinds. Then he used them as covers for the floor to prevent the dust rising from the ground into the carpets. Then he had the saddlery put in a spare room and all covered up with these blankets. I can produce the man who put the blankets on the floor; and as to the saddlery, I used them there myself. The blankets were laid down on the floor; it was an earthen floor, to prevent the dust and damp from rising up and injuring the carpet. Under the piano there was an extra layer of blankets, so that no damp should strike up and injure it. During the process of laying them on the floor, Mr. Woore himself helped the man, and he said that the blankets were of no use to the blacks, as they were all damaged, and he held them up to show where they were some of them stained with water.
375. Is there any further statement which you would desire to make to the Committee? I would wish to state that in gathering the money for the licenses to cut timber, I received no receipt from Mr. Woore for any money I might hand over to him; and I also desire to mention the case of a widow lady at Wilcannia, from whom I received the sum of £1 for an annual license to cut timber. About six months after she had paid me this lady's team was seized in the bush by a member of our staff for having been engaged in cutting timber without a license. I gave her a receipt for the money she had paid me, and that was all she required, for on its production from the Commissioner she could get her license from the Court at any time. She, however, neglected to take out the license, and when the case came on in Court Mr. Woore was unable to discover from his books that she had paid the money, although I had handed it over to him six months before. I happened to be away at the time, and as she said she had paid me the money, the case was postponed till my return. When I came back Mr. Woore asked me if she had paid, and I told him "Yes, she had." He said that he could not find it amongst the butts of the license forms, and he did not see from his memoranda that I had returned the money for it. I explained to him how I had given him the money, and he was then satisfied, and said that very possibly he had mislaid the lists I had given him, and that it was no doubt

doubt all right. I mention this to show the very loose manner in which the Commissioner kept his accounts, making it doubtful whether these receipts ever found their way into his accounts.

376. Or whether they ever reached the Government? Quite so.

377. *Mr. Stewart.*] Did this lady have to pay again? No. On my word that she had paid she was discharged. Mr. Woore did as he liked with the Bench. He was supreme.

378. *Chairman.*] Then you assert that he kept his accounts in such a way that he did not know who had paid the license money and who had not? He did not. He could not find out in this case, and when I asked him for the list which I had given in with the money I had handed over to him, he could not produce it. He told me that it was very likely he had lost it, but on my word he said he was satisfied that she had paid. The widow lady had also lost the receipt which I had given her, and therefore could not prove the payment, and she had never gone for her license because the receipt itself was sufficient.

379. At what station did Mr. Woore live? At a station known as Moorabene, 9 miles from Wilcannia; that is where all the work I speak of was performed. There is another important work in the shape of a tramway that we did for him. He was desirous of having a nice garden surrounding his house, and for that purpose after his house was finished, and all the heavy work was completed, the next work that the men were put to was a tramway, about 130 yards in length, down the steep bank into the river. This occupied us about nine months in the construction.

380. *Mr. Stewart.*] Was it an iron tramway? No, a wooden one. That was the only expense to which Mr. Woore was put—the purchase of the sawn timber for the rails. All the posts were cut and carted by the Government men and their horses, and were brought a distance of about 15 miles.

381. *Chairman.*] What was it used for? To bring water up out of the river, by a kind of box which ran down the rails into the water. When the box reached the water there was a valve opened by the pressure and so filled the box with water. When it was filled, it was drawn up by a horse attached to a rope running through a block. When the box left the water the valve closed by the pressure of the water inside. When it came up to the top over a tank, a man withdrew a bolt and let the water out into the tank; then from that it went all round the house and was distributed over the garden.

382. Was this on Mr. Woore's private property? Yes.

383. Laid down on his own land? Yes.

384. And constructed by men in the Public Service? Yes.

385. And by men who were paid from the Public Treasury whilst engaged in constructing this work? Yes. Another matter in connection with this property was, that when it was surveyed by Mr. Surveyor M'Cormick, Mr. Woore had to pay for the survey; and the Government men were given to the surveyor to assist him in the work. I will not be positive about the date when this occurred; but I know that two of the men were sent to assist Mr. M'Cormick in surveying this property, which survey I believe was paid for privately by Mr. Woore. After the Commissioner had finished with the tramway there was nothing to employ the men upon, so he set them to work excavating outhouses out of a large bank which ran round near the bed of the river. It was a fine place for anything of the kind, and he started two outhouses—one for his buggy and another for a fowl-house.

386. *Mr. Stewart.*] Was it an excavation in rock? No. It was all earthwork; it was a large bank of earth, and we excavated into it, and then put up a stout timber frame capable of bearing the pressure of the earth and rendering everything secure. Everything was kept very cool in these places, and they made fine sheds for buggies and carts, being exceedingly cool. There were two of these places excavated, and they occupied us about six months.

387. *Chairman.*] Was this on Mr. Woore's private property? Yes; the house and the outhouses were all within a hundred and fifty yards of each other—they were all connected.

388. Then it appears that these Public Servants were employed more by Mr. Commissioner Woore and for his benefit than they were in the service of the Government? Quite so.

389. More for his benefit than for the benefit of the public? Quite so. Another matter I would mention is this: I was instructed by Mr. Commissioner Woore to proceed to Carpawlin Station, there to take charge of a horse team, the property of Donald Macrae, for the purpose of carting iron and other materials intended for the house then building; being a distance of about 65 miles from a station named Winterigo, belonging to Mr. Duffield, of South Australia, where the material was to be obtained. I drove this team belonging to the Carpawlin Station for about a fortnight, when the proprietor, Mr. Macrae, instructed me to inform Mr. Commissioner Woore that he could no longer have the use of it, as he required both the team and dray for himself, and could not possibly do without it any longer. I had not at this time finished carting all the goods which were left at Winterigo, where the steamer had thrown them out, not being able to get any further up the river; but being told that I could no longer have the horses and dray, I informed Mr. Woore, and he instructed me to proceed to the Hillara Station, on the Darling, distant 110 miles from Wilcannia, and to take with me two horses belonging to the party, where I would find a dray and harness which he had recently purchased. That dray I was to bring down to the camp with the horses I took up. This I did; and then he instructed me, on my return, to break in the horses best fitted for draught and the property of members of the staff. After breaking these horses in, I used them carting lime, sand, wood, and stone for some months.

390. What were the lime, sand, wood, and stone used for? For building purposes in connection with the house as before mentioned. I may state that before the limestone was discovered—before it was known that such a thing existed in that part of the country, Mr. Woore instructed me to take William Plaisted and Thomas Kelly to a lake about 25 miles distant from the Darling, where there was known to exist a very excellent substitute for lime, called by the aborigines copacha or copar, but more generally known as gypsum. I proceeded to this lake under instructions from Mr. Woore, and commenced operations with the two men, and quarried a large quantity of this copar. We remained about three weeks on the lake, suffering great privations and working very hard. In that time we raised about 30 tons of this copar. After raising this much, I received instructions from Mr. Woore to return to the river with the party. When I came back to quarters he informed me that he had discovered genuine limestone about 7 miles distant from the river, and instructed me to take my party out to where the limestone was said to exist. I obeyed his instructions, and remained about three weeks at the last-named place, raising limestone. After raising a large quantity, quite 30 or 40 tons of stone, I received instructions to bring the party in to the river; and Mr. Woore then told me that so far as the copar we had raised was concerned he would not bother about it—that he would not have it; and he then set the party to work to excavate

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excavate the foundation of the house. The men were then told off to different occupations, as the mason was beginning then to work at his trade, and actually build the house. Thomas Kelly was told off as mason's labourer, and myself as the horse driver.

391. To cart materials? Yes; to cart and carry on the work; and Michael Garra was cook, which he had always been when at head-quarters. When the party was sent away the cook did not accompany them—they had to look out for themselves; and he stopped at home to attend to the wants of Mr. Woore; when the party were in at head quarters he attended to their wants alone.

392. Whilst you were told off to perform this work on Mr. Woore's private mansion, were you paid wages from the public purse? Yes, every month. We did not draw our money every month, but Mr. Woore received it for us every month.

393. Your pay was furnished every month by the Government? Yes, decidedly so. This work was continued up to the time when the house was finished. Another matter that I would call attention to is, that in August, 1867, Mr. Woore received notice from the head of the department, informing him that he would not be allowed any longer to employ so large a staff of men; and he was directed to give the men one month's notice, with the exception of one man, who was to be retained to perform the duties of Crown Lands bailiff. It may be necessary to state that just at the very time when he received this notice, Mr. Woore had obtained leave of absence to leave the district for a second time, for the purpose of making his marriage tour, and that he received this notice the mail prior to his intended departure. The party at that time consisted of Michael Garra, Thomas Kelly, Daniel M'Keown, James Baxter, and myself—five in all. I was at the time 55 miles distant, tailing horses, and the other four men were employed working about the place on the river. I received a notice from Mr. Woore, informing me of the decision of the Department in reference to the staff, and also informing me that I was selected as the man to be kept; as to the other members of the staff, he promised to pay them out of his own pocket for a period of three months, providing they would give their assent to remain in camp as usual, and to perform the different work as usual until such time as he returned from Adelaide. He stated at the same time that if they would only stop on he was sure that he would be able to get each one's salary for him in full, and besides that to get him reinstated. Well, three men out of the four he did get reinstated, from what representations I cannot say, but I know that he did not pay them from his private pocket, for they signed back abstracts for their pay, the same as usual.

394. And they were still retained by him in his private service? Yes, just the same as they were before.

395. Could you inform the Committee how it was that the Commissioner became possessed of the land on which he built his house;—did he conditionally purchase it? I believe he did, but I cannot state this of my own knowledge. It is only from hearsay that I can say I believe so. It was well known from general repute that he did free select the land; and he told me on more than one occasion that he wished to sell it.

396. How many acres are there? 40 acres of his own, and besides that he claims a right of run for 2 miles on the river and 2½ miles back. I do not know on what ground he claims it.

397. Perhaps as a reserve? I cannot say on what condition he holds it, but I know that he impounds indiscriminately for that distance. I was not one of the two men who assisted Mr. M'Cormick to survey the ground, or I might have given your more correct information. The land however is altogether valueless, except for the site of a house.

398. It is no good for agriculture? None whatever, without irrigation.

399. Mr. Tunks.] How long were you in the Public Service under the Commissioner? Rather more than four years, commencing on the 1st March, 1865, and terminating in September, 1869.

400. You say that Mr. Woore promised that you should be kept on;—was that promise kept? It was.

401. And the other men who were promised to be paid;—were they paid? They were.

402. And they were kept on too? They were—all of them. He told them he thought he could arrange it with the Department when he came back, and he did so.

403. Have they been continued in the Service ever since? No, there are none of them in the Service now.

404. When Mr. Woore returned they got three months pay? Yes, they signed back abstracts for it.

405. And then they all remained? Yes.

406. And you kept on till September, 1869? I did.

407. How was it you came to leave the Service? I was discharged for refusing to do private duty.

408. Did you make any representation to any one as to the manner in which you were so frequently employed?* No. I did not know who to represent it to.

409. What did you refuse to do? I refused to accompany buggy when Mrs. Woore went visiting.

410. On that he dismissed you? I was dismissed instantly. I gave a month's notice when I refused to go, but he would not take that and sent me away on the spot.

411. Have you located in that neighbourhood since then? Within 130 miles of it.

412. If you had kept on there with Mr. Woore I suppose you would not have said a word of what you have now told us? I believe I would; only at the time I did not know who to tell it to.

413. You have been there four years, and during the whole of that time there has been the same state of things; you might have found some opportunity of telling it? Yes; but I did not discover till within the last few months that I was in the Service that Mr. Woore had done wrong in employing us as he did.

414. That is strange, seeing that you appear to have kept a diary of the occurrences? A great deal of this that I have referred to has been written from memory.

415. Written after you were dismissed? Yes; written now within the last few days in order that I might give this evidence. I have nothing to gain, but I had to lose in giving this evidence; and I give it solely in the public interest.

416. Where do you live now? On the Lachlan.

417. How far from Sydney? About 300 miles.

418. And you come down all that distance as a public duty to give us this information? Yes, I do.

419. And will you say that you have come to Sydney for this sole purpose? Yes; for this and for no other purpose.

* NOTE (on revision):—The question was to the authorities. If asked as here written, I would have said yes. I wrote a letter to the *Pastoral Times* and it appeared in that paper.

420. When did you first discover that this Committee was sitting to inquire into the working of the Lands Department? On last Thursday evening.

421. Then it is quite by accident that you are here? Yes, it is.

422. And you say that you came to Sydney in the public interest, solely for the purpose of making this known? For that purpose only. Mr. C.
M'Keown.
16 April, 1873.

423. And that when you came to Sydney you found this Committee sitting, and proffered to give evidence? Quite so.

424. And before that you were not aware that such a Committee was sitting? No; I had not the slightest knowledge of it.

425. You were dismissed in 1869? Yes.

426. So that you have maintained this determination of seeing justice done four years after you were dismissed? Yes; three years and five months.

427. Are you going to leave Sydney now? That will depend upon what information I get from the Committee. If they are likely to want me again shortly I will not go back; but at present my wife is in Victoria, so that I look upon that as my home, and of course I am anxious to join her. If, however, there is anything coming on within a reasonable time, I would remain in Sydney. I could have stated further, if I had time, that Mr. Woore received another intimation from the Department in 1869 about discharging his men; and there were other matters, such as his taking two of the party, myself and another, to South Australia, and keeping us there for five weeks.

428. *Mr. Stewart.*] What did he take you there for? For the purpose of escorting him when he went to bring his wife from Adelaide. He went away, and left us camped whilst he went to meet the coach that his wife was to come up in. He instructed me to wait there for him with his horses and conveyance.

429. And you waited there five weeks? Yes.

430. *Mr. Tunks.*] What is the population of Wilcannia? It is very small indeed; there are only just a few houses. It is a station on the Darling, between Bourke and Menindie. There was no township there at all when I went there first.

ADMINISTRATION OF THE LAND LAW.

APPENDIX.

[Handed in by E. Du Faur, Esq., 27th January, 1872.]

A.

RUNS advertised for auction sale during the years 1863 to 1872 inclusive, and withdrawn from sale for the reasons noted herein.

District.	Name of Run.	Day of Sale.	Remarks.
Wellington	Albert Water-hole	1 April, 1863	Boundaries imperfectly defined.
"	Back Daroubalgie	" "	Temporarily reserved for a Gold Field at Local Commissioner's request.
Monaro	Narongo	1 July, 1863	Forfeiture reversed.
"	Dog Kennel	31 Mar., 1864	do
"	Ironmungy	" "	do
"	Jimeubuen	" "	do
"	Numbia	" "	do
"	Brogo	" "	do
"	Mowenbah	" "	do
"	Matong	" "	do
Murrumbidgee	East Booraboonilly	" "	do
"	Four-mile Creek	" "	do
Bligh	Moorabie	1 July, 1864	do
Wellington	Hermitage Plains, block X	3 Oct., 1864	Supposed to include part of another run.
"	Jumble Plains, block B	" "	do do
"	Jumble Plains, block G	" "	do do
New England	Tomalla	2 Oct., 1865	Forfeiture reversed.
Lachlan	Burrowa	3 Dec., 1866	Not sufficient area available to form a separate tenure
Liverpool Plains	Merrumborough	" "	Forfeiture reversed.
Albert	Wunawimty	20 Jan., 1868	do
Bligh	Upper Buggabudda	" "	do
Clarence	Yulgilbar East	" "	do
"	Yulgilbar West	" "	do
Darling	Outer Paringi Gaari West	" "	do
Murrumbidgee	Gilmore	" "	Not sufficient area available to form a separate tenure
"	Mungilidginula	" "	do do do
Warrego	West Bogan, No. 16	" "	Forfeiture reversed.
New England	Paddy's Land	22 June, 1868	do
Wellington	Triangle	" "	do
Murrumbidgee	Gerogery	12 Oct., 1868	do
Wellington	Hermitage Plains, A 1	" "	Pending settlement of dispute by arbitration.
"	Hermitage Plains, block Z	" "	do do
Darling	Milang East	11 Jan., 1869	Forfeiture reversed.
"	Milang West	" "	do
"	Meroo Run	" "	do
"	Nadbuck West	" "	do
Albert	Waverley, No. 4	17 May, 1869	do
Monaro	Umeralla	" "	do
"	Brogo	" "	do
Warrego	Maroona	" "	do
"	Moco Barungha, No. 6	14 Nov., 1870	do
"	Moco Barungha West, No. 6	" "	do
Darling	Kudgee	23 Jan., 1871	To allow lessee time to make arrangements for reversal of forfeiture, he being absent in New Zealand.
"	North Ita	" "	do do do
"	South Ita	" "	do do do
"	Outer Manie Lower	" "	Forfeiture reversed.
Wellington	Minore	" "	Question as to boundaries of adjoining runs.
"	The Troffs	" "	Deferred, pending settlement of an arbitration case.
Lachlan	Crowl Creek, block No. 6	20 Mar., 1871	Sufferance occupation authorized for Angora goats.
Albert	Coorallie Far East	25 Nov., 1872	Forfeiture reversed.
"	Donald's Plains, block C	" "	The Donald's Plains blocks, from A to Z, were open to selection, and applied for by Finlay Campbell & Co.; on the same date Stevenson and Strettle applied for some of the blocks, and it was then proposed, as there were two applicants for some of the blocks, that they should all go up to auction, but Finlay Campbell & Co. were afterwards allowed to select those that there were not two applications for.
"	" " E	" "	
"	" " F	" "	
"	" " H	" "	
"	" " I	" "	
"	" " K	" "	
"	" " L	" "	
Warrego	Back Dunlop Range	" "	Forfeiture reversed.
"	Bugga	" "	Supposed to include part of another run.

Of the fifty-nine runs above referred to, forty-six were withdrawn from sale on the former lessees showing sufficient cause to satisfy the Minister for Lands that the forfeitures should be reversed on payment of rents with fines.

Of the remaining thirteen runs, seven were subsequently better defined, and the runs sold at auction; three were found to have been almost entirely taken up by alienation and pre-leases, and the tenures were cancelled.

Two—Back Daroubalgie and Crowl Creek No. 6—were reserved for special purposes, and subsequently leased; and Bugga is at present held back until disputed boundaries of adjoining runs are determined.

APPENDIX.

23

A 2.

RETURN showing the areas of 197 runs in the District of Bligh, and of 260 runs in the District of Lachlan, as originally estimated, and as at present determined by actual survey, or by reliable compilation.

The runs underlined are those of which all the boundaries have been surveyed; the remainder have only been partially surveyed, or are projected from surveyed frontages, or other known points; and the areas of the latter, as at present estimated, are generally as reliable, and in many cases more so, than those which have been fully surveyed, as it has not always been the practice of surveyors, when marking runs at cost of the lessees, to make close traverses of the bends of the frontages.

In both cases the areas have generally been calculated only to the nearest 500 or 1,000 acres.

E. DU FAUR.

10th February, 1873.

BLIGH DISTRICT.

SCHEDULE of Runs of which the boundaries have been actually surveyed.

Name of Run.	Area as originally estimated.	Present area from actual survey.	Name of Run.	Area as originally estimated.	Present area from actual survey.
	Acres.	Acres.		Acres.	Acres.
Back Bibbijibbery	16,000	14,500	Lower Ningear	16,000	18,400
„ Carabear, Block A	26,000	38,000	Marthagi Creek	16,000	15,800
„ „ „ B	17,000	18,000	Merriossay	16,000	15,100
„ Pollybrewang	16,000	17,700	Mobala	16,000	17,000
Balagula	16,000	14,500	„ No. 2	16,000	10,000
Ballinore	15,000	22,000	Molle (Dargin)	16,000	15,450
Beabone Waterhole	16,000	16,000	Moorabie	32,000	28,000
Belgoreen	28,800	38,400	Mumberbone	16,000	10,800
Billibla	16,000	22,600	Mungabumbone	16,000	7,500†
Bogala	16,000	16,000	Narabone	16,000	15,700
Bogera	16,000	13,000	Naraway	16,000	22,000
Bogewon	28,800	28,500	Nerrybone	16,000	16,000
Bokemer	16,000	13,000	Nimbia	16,000	15,200
Bourbah	16,000	19,500	Ningear	32,000	32,600
Brewon	32,000	36,000	Opposite Conamble	16,000	24,300
Bucker, No. 1	16,000	11,000	Peter Duffity	16,000	16,800
„ No. 2	16,000	16,000	Pier Pier	16,000	14,000
Bunbundaloo	16,000	12,600	Pollybrewang	16,000	12,400
Combarah	23,100	18,500	Quonmoona	22,000	16,000
Coonamble	50,000	21,000*	Spicer's Creek (Flood)	16,000	16,000
Culmier	16,000	11,500	Sussex	32,000	18,500
Curban	16,000	22,000	Tamerybundy	16,000	19,500
Dahomey	16,000	16,400	Toloola	16,000	14,700
Embie	16,000	17,350	Treilmon	16,000	16,000
Euroka	51,200	47,500	Upper Ningear	16,000	14,000
Gerilambone	16,000	17,500	Urawilkey	32,000	32,000
Gerwa	16,000	12,500	„ West	16,000	17,350
Geurie	22,000	26,000	Wamerawa	16,000	12,000
Gidgingbilla	32,000	13,200	Wambandry	32,000	35,500
Gidjenbar	16,000	12,500	Willera	16,000	13,800
Grandool	16,000	8,600	Willewa	16,000	12,500
Guabathoo	16,000	13,750	Wingenbar	16,000	16,000
Guinguingulla	16,000	13,500	Wolla Wolla	16,000	16,000
Gungalma	16,000	20,000	Yarindury, West	16,000	6,250
„ North	18,600	18,000	Yarraman	16,000	12,000
Gungalman, East	16,000	14,200	Youie	22,400	27,000
„ West	16,000	16,000	Yowendah	69,120	54,000
Guninga	16,000	8,000			
Kialgara	24,000	30,000			
Kidgar	23,040	16,500	77 Runs	1,545,060	1,436,950

* The boundaries of the runs Coonamble, Coonamoona, Magometon, and Warrana, adjacent to each other, were re-arranged by the lessees, which, to some extent, accounts for the discrepancy between their several present areas and those originally estimated. † By mutual agreement between the lessees a portion of this run was added to Carabear.

BLIGH DISTRICT.

SCHEDULE of Runs of which the boundaries have been determined by partial survey and reliable projection.

Name of Run.	Area as originally estimated.	Present area from partial survey and reliable projection.	Name of Run.	Area as originally estimated.	Present area from partial survey and reliable projection.
	Acres.	Acres.		Acres.	Acres.
Armitree	16,000	11,000	Carl ganda	23,040	17,000
Ashantee	16,000	10,000	Carlingoingoin	16,000	13,000
Back Creek	16,000	13,000	Carwell (Neale)	16,000	13,000
„ Kidgar	16,000	9,400	„ No. 2	16,000	16,000
„ Mount Harris	25,000	17,000	„ No. 3	16,000	21,600
„ Warran	16,000	23,600	Collembarawang	64,000	57,600
Bebrue	16,000	16,000	Colony	16,000	14,500
Bimble	16,000	16,000	Combogolang	16,000	17,500
Bodangery	36,060	25,500	Coocyah Warran	16,000	13,000
Boothaguy	6,000	6,000	Coonamoona	24,000	50,000*
Borgara	19,000	20,000	„ Back Run	19,200	17,500
Budgeon	29,000	22,000	Coonamble North	11,500	11,500
Bulgah	16,000	16,000	Corrodgery	16,000	16,000
Bulgogar	12,000	19,200	Cowal Marryan	16,000	13,600
Bundilla	16,000	16,000	Eastern Back Bogenong	16,000	8,200
Bundy	20,000	42,000	East Kidgar	16,000	11,300
Burran	16,000	12,000	Eulawang	4,000	4,000
Carabear	16,000	24,000	Galaragamboone	20,000	9,600
Carinda	16,000	17,400	Gandymungadell	16,000	20,000

* The areas given as "originally estimated" are generally those furnished in the earliest reports of the Commissioners.

BLIGH DISTRICT—continued.

Name of Run.	Area as originally estimated.	Present area from partial survey and reliable projection.	Name of Run.	Area as originally estimated.	Present area from partial survey and reliable projection.
	Acres.	Acres.		Acres.	Acres.
Giginbilla North.....	16,000	15,500	Outer Back Kidgar.....	16,000	8,400
Gillendoon.....	12,800	18,500	Pine Scrub.....	16,000	13,500
Gillinghall.....	12,000	13,500	Pretty Plains, Block B.....	64,000	75,000
Guabathoo No. 2.....	16,000	13,200	Pullingawarina.....	16,000	16,000
Illumurgalia East.....	16,000	19,000	Quanbone.....	16,000	16,000
" West.....	16,000	16,000	Quilbone Upper.....	16,000	4,800
Inglega.....	19,200	22,600	Spring Creek.....	16,000	16,000
Kent.....	40,000	30,000	Tenandra.....	32,000	27,000
Magometon.....	20,000	33,500*	Terembone North.....	16,000	15,000
Marthaguy or Woran Waterhole.....	16,000	15,000	" South.....	16,000	16,000
Merebone.....	16,000	16,000	" No. 1.....	16,000	15,000
Merigal.....	16,000	16,000	" No. 2.....	16,000	16,000
" Back Run.....	16,000	16,000	Tharabone.....	32,000	34,000
Merimba.....	16,000	10,400	" Back.....	16,000	12,500
Merry.....	12,000†	9,700	Tooloom.....	16,000	41,600
" Merry Creek.....	20,000	17,000	Tougamba.....	38,200	30,000
Merrygal Marthaguy.....	16,000	9,600	Tourable.....	16,000	22,000
Molle (Smith).....	16,000	16,000	Turigaa Swamp.....	20,000	22,000
Moolambong.....	32,000	32,500	Upper Bourbah.....	16,000	17,000
Moolangar.....	16,000	19,000	" Junction.....	16,000	20,000
Moorambilla.....	32,000	25,000	" Merry Merry.....	16,000	19,000
Naraway North.....	16,000	21,000	" Neinby.....	16,000	16,000
Nauran and Umangla.....	28,800	21,500	Urobulla.....	32,000	32,000
Neugal.....	38,000	30,000	Warrana.....	25,000	45,000*
New Armitree.....	16,000	16,000	Warran Creek, No. 1.....	16,000	16,000
" Bullorora.....	32,000	26,000	" No. 2.....	16,000	11,000
" Bundillah.....	16,000	16,000	Warran Downs.....	31,000	30,200
" Collembarawang.....	16,000	14,700	Warree.....	16,000	16,600
" " No. 2.....	16,000	14,700	Weelah.....	22,400	21,600
" " No. 3.....	16,000	13,000	Wee Taliba.....	16,000	22,000
" Collyburrell.....	16,000	15,000	Wemobah.....	16,000	16,500
" " No. 2.....	16,000	19,000	Western Back Bogenong.....	16,000	9,600
" Englegah.....	16,000	8,500	West Kidgar.....	16,000	11,700
" " No. 2.....	16,000	9,100	Werigal.....	16,000	12,500
" Geraldgambone.....	16,000	17,000	Woombobby.....	28,125	29,000
" Gradgery.....	8,000	10,400	Woorooboomi.....	16,000	14,500
" Kirban.....	16,000	10,000	Yalcogrin.....	16,000	11,500
" Onebobby.....	14,000	9,600	Yarraman North.....	16,000	14,000
" Tenandra.....	16,000	9,100	Yoolandry.....	32,000	30,000
" " No. 2.....	16,000	7,250	Yooloomogo.....	16,000	13,700
" Tourable.....	16,000	12,000			
Noonbar.....	16,000	19,600	120 Runs.....	2,286,325	2,214,630

* The areas given as "originally estimated" are generally those furnished in the earliest reports of the Commissioners.
 † Commissioners' estimate. In tender 3,200 acres only.

LACHLAN DISTRICT.

Name of Run.	Area as originally estimated.	Present area from actual survey.	Name of Run.	Area as originally estimated.	Present area from actual survey.
	Acres.	Acres.		Acres.	Acres.
Back Creek.....	25,000	35,000	Marule Baale Creek.....	61,440	57,000
Barmedman.....	36,000	78,000	Mea Mia.....	26,040	36,000
Barralong.....	23,000	49,800	" Block A.....	30,000	24,960
Bellingerambil.....	48,000	100,000	" " C.....	40,000	47,480
" Block A.....	40,000	146,900	Milong.....	9,600	20,000
" " B.....	40,000	137,600	Mooinbooldoole.....	23,040	23,000
" " C.....	40,000	150,000	Mugga Swamp.....	27,000	31,860
Biuya.....	32,000	37,000	Naradhun.....	50,000	122,800
Bland West.....	22,315	24,000	" North.....	25,000	56,800
Bolaro.....	23,040	24,500	Narraburra.....	61,440	58,000
Burthong.....	32,000	60,000	North Barellan.....	53,000	33,000
Bygoloroe.....	26,800	26,520	Northern Bolero.....	25,000	30,720
Cantarlo No. 2.....	20,000	58,800	North Moonbooldool.....	26,880	25,000
Cocoparra.....	25,000	25,000	Overall Plains.....	19,000	32,000
" North.....	40,000	25,600	" Block A.....	40,000	82,100
Conapaira.....	48,000	132,000	Pimpayinpa.....	25,000	35,000
Condoublin.....	19,000	38,000	South Thononga.....	40,000	44,650
Cookaburragong.....	16,000	16,000	" Block A.....	23,000	33,124
Crown Camp.....	18,360	18,360	" " B.....	23,000	30,576
East Thelangering.....	54,560	52,000	" " C.....	30,000	55,000
Garoolgan East.....	19,000	33,700	Temora.....	200,000	120,000
Gorman's Hill.....	23,000	20,800	The Rocks.....	29,000	35,000
" North.....	16,000	27,040	Top Lagoon.....	40,000	40,000
Greenbar or Gunbar.....	30,000	23,040	Ugolo, Block A.....	28,880	29,000
Gugong.....	16,000	16,970	Wallaby.....	45,000	34,000
Hiawatha.....	32,000	45,780	" Block A.....	38,000	31,200
Honuna.....	22,400	92,000	Wilga.....	30,000	31,360
" Block A.....	48,000	53,924	" South.....	20,000	22,400
" " B.....	50,000	49,776	Yaddra.....	16,000	11,620
" " C.....	50,000	79,200	Yalcogoring North.....	34,000	46,080
Jollingyong.....	30,000	10,000	Yarringerly.....	18,000	23,500
Kolkibertoo Back Run.....	40,000	38,400			
Lower Mithul Creek.....	20,000	21,270	64 Runs.....	2,182,795	3,050,210

LACHLAN DISTRICT—continued.

Name of Run.	Area as originally estimated.	Present area from partial survey or reliable projection.	Name of Run.	Area as originally estimated.	Present area from partial survey or reliable projection.
	Acres.	Acres.		Acres.	Acres.
Palmyra	48,000	49,000	Wangarooa	32,000	32,000*
Papatoitoi, East	64,000	72,000	Warbreccan	52,000	51,200
" " North	64,000	65,000	Warranary	32,000	35,000
" " No. 1	64,000	64,000	Weejagada	16,000	16,000
Priory Plains, Block A	45,000	45,000	West Thule	25,600	16,000*
" " B	45,000	45,000	Wirlong	62,000	54,000
" " C	45,000	45,000	Wood, No. 1	16,000	25,000
" " D	64,000	64,000	Yackerboon	45,000	45,000
" " E	64,000	64,000	Yallock	64,000	72,000
" " F	64,000	64,000	" Block A	64,000	72,000*
" " G	64,000	64,000	" Block B	64,000	64,000*
" " H	64,000	64,000	" Block C	64,000	64,000*
Rankin's Hill, No. 5	64,000	72,500	" Block D	51,200	54,400*
" " No. 6	64,000	72,500	" North	44,800	58,000*
Restdown	45,000	100,000	" " Block A	51,200	82,000*
Shenandoah	64,000	52,000*	" " Block B	51,200	90,000*
Tallebung	18,000	36,000	" West	64,000	66,000
Tara, No. 4	64,000	64,000	Yamma	52,000	51,200*
" " No. 5	32,000	32,000	Yanko	27,000	24,000*
Tarcombe	64,000	64,000	Yara	57,600	68,000*
Thollolaboy and Tellellaboy	40,000	40,000	" Block B	58,000	70,000*
The Rookery	64,000	70,000*	Yathong	56,000	75,000
Thule	25,600	25,600	Youyang, Block A	57,000	40,000*
Tiechurst	63,000	64,000	" " B	64,000	56,000*
" "	64,000	32,000*	" " C	64,000	64,000
Urambee	16,000	16,000	" " D	64,000	64,000
" " No. 2	16,000	16,000	" " F	64,000	62,000
" " No. 3	64,000	63,000	" " G	64,000	64,000
" " No. 4	64,000	64,000	" " E	34,400	20,000*
Urolee	37,000	36,000*			
Wagga	45,000	48,000	111 Runs	5,131,520	5,354,340
Waiko, East	30,720	52,000			

* The runs marked * have been forfeited, and the boundaries re-arranged while the runs were at the disposal of the Government. The areas given as "originally estimated" are generally those given in the earliest reports of the local Commissioner.

[Handed in by W. Blackman, Esq., 27 January, 1873.]

B 1.

RETURN showing the total number of Conditional Purchases cancelled and forfeited, from the 1st January, 1862, to 30th June, 1872.

Cancellations.			Forfeitures.		
Year.	Number.	Area.	Year.	Number.	Area.
		a. r. p.			a. r. p.
1862.....	581	51,081 3 26	1862.....	666	45,920 3 35
1863.....	413	37,063 2 27	1863.....	743	55,234 0 0
1864.....	170	12,072 3 0	1864.....	562	41,343 2 24
1865.....	198	14,939 2 0	1865.....	272	19,366 2 0
1866.....	384	37,911 1 11	1866.....	170	14,446 2 25
1867.....	198	17,138 1 32	1867.....	5	200 0 0
1868.....	235	18,434 0 24	1868.....	632	47,400 0 0
1869.....	334	28,632 0 0	1869.....	552	41,400 0 0
1870.....	585	15,532 0 0	1870.....	180	13,500 0 0
1871.....	392	30,848 0 0	1871.....	340	24,900 0 0
First-half 1872.....	234	18,944 1 0	First-half 1872.....	61	7,629 3 0
10½	3,724	282,598 0 0	10½	4,183	311,341 2 4

B 2.

RETURN showing number of Pre-emptive Lease applications granted in virtue of Conditional Purchases, made from 1st January, 1862, to 31st December, 1871:—

Total 5,040.

[Handed

[*Handed in by Mr. William Elliott, 7 March, 1873.*]

C 1.

The Chief Commissioner of Crown Lands to Mr. Wm. Elliott.

Crown Lands Office,
Sydney, 9 August, 1861.

Sir,
I beg to inform you that I have referred your letter, dated 14th ultimo, respecting your tender for a run called "Carrackbool," to the Local Commissioner, Mr. Beckham.

I am, &c.,
A. ORPEN MORIARTY,
Chief Commissioner of Crown Lands.

C 2.

The Chief Commissioner of Crown Lands to Mr. Wm. Elliott.

Crown Lands Office,
Sydney, 27 November, 1861.

Sir,
With reference to my letter, dated 9th August last, I have now to inform you that Mr. Commissioner Beckham has reported that the land described in your tender for the run called "Carrackabool" is already under license, and that it has been applied for by tender more than once before, and refused.

I have, &c.,
A. ORPEN MORIARTY,
Chief Commissioner of Crown Lands.

C 3.

The Officer in Charge, Occupation of Lands, to Mr. Wm. Elliott.

Occupation of Lands,
Sydney, 2 August, 1872.

Sir,
Referring to your letter of the 27th ultimo, addressed to the Honorable the Minister for Lands, respecting the rejection of your tender for a new run of Crown Lands (noted in the margin), I have the honor to direct your attention to the 50th clause of the Regulations of 1st November, 1861, by which it was provided that all persons whose tenders had then already been received, but not disposed of, must pay into the Colonial Treasury, on or before the 31st of December, 1861, a deposit of £2 10s. on each tender, and that all tenders on which no such deposit should have been paid by that date should be rejected.

As you failed to comply with the requirements of the clause referred to, your tender, on that ground alone, must necessarily have been declined.

I have, &c.,
A. O. PRETIOUS,
Officer in Charge.

C 4.

The Officer in Charge, Occupation of Lands, to Henry Lane, Esq.

Occupation of Lands,
Sydney, 12 February, 1873.

Sir,
In reply to your letter of the 4th inst., I have the honor to inform you that Mr. Elliott's tender having been declined under competent authority, and for what appeared to be sufficient reasons, the matter cannot now be re-opened.

I have, &c.,
A. O. PRETIOUS,
Officer in Charge.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GULGONG.

(AMOUNT PAID INTO TREASURY FROM ALL SOURCES, 1 APRIL, 1871, TO 31 MARCH, 1872.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

[Laid upon the Table in compliance with Answer to Question No. 4, sec. 2. Votes and Proceedings No. 7, Thursday, 9 May, 1872.]

No. 2.

RETURN showing the Amounts received as Revenue from all sources at Gulgong, during the period from 1st April, 1871, to 31st March, 1872.

Particulars.	Amount.	Total.
LICENSES.		
	£ s. d.	£ s. d.
To Publicans	1,699 15 5	
Billiard and Bagatelle Licenses	40 0 0	
Wholesale Spirit Merchants	240 0 0	
Licenses to sell Wine, Cider, and Perry	27 0 0	
Auctioneers	17 14 4	
		2,024 9 9
LAND REVENUE.		
Deposits on Conditional Purchases	509 3 9	
Sale of Land	417 6 0	
		926 9 9
AMOUNTS RECEIVED BY GOLD COMMISSIONERS.		
For Miners' Rights... ..	3,501 10 0	
Business Licenses	359 0 0	
Application for Leases	123 0 0	
Improved Purchases	461 3 0	
		4,444 13 0
AMOUNTS RECEIVED BY THE CLERK OF PETTY SESSIONS.		
For Fees	194 11 2	
Fines	307 11 6	
Fines, Police Reward Fund	83 7 0	
Licenses	14 7 8	
		599 17 4
ROYAL MINT.		
Escort Fees on Gold	1,826 17 2	
Do. on Cash	41 2 8	
		1,867 19 10
Post Office, Gulgong		794 17 6
Telegraph Office, Gulgong, 19th January to 30th April		252 14 3
Duty Stamps		194 2 6
Commission on Money Orders		71 14 6
TOTAL	£	11,176 18 5

The Treasury, New South Wales,
5th November, 1872.

FRANCIS KIRKPATRICK,
Accountant.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GULGONG GOLD FIELDS.

(PETITION OF CERTAIN MINERS, RELATIVE TO A DISPUTED MINING CASE AT.)

Ordered by the Legislative Assembly to be printed, 5 March, 1873.

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

The humble Petition of the undersigned holders of miners' rights and business licenses on the Gulgong Gold Field,—

HUMBLY SHOWETH :—

That your Petitioners, by virtue of their miners' rights, took up claims in the month of November, 1872, upon Crown Lands, situated on the Cudgegong River, and were afterwards prevented from working said claims by reason of the land being claimed by Alexander Browne and party as being part of an auriferous tract applied for to be leased by them.

That your Petitioners sent a memorial to the Honorable the Minister for Lands on the 4th December, 1872, asking that an inquiry be held before any decision be given by the Minister on the application of Browne and party; such inquiry was held in the month of January, 1873, before the local Commissioner, T. A. Browne, Esq., and in the presence of the parties interested, at which your Petitioners urged legal objections to the granting of such lease, and the evidence sustained the same.

That the local Commissioner and the Commissioner-in-charge (W. Johnson, Esq.) reported in favour of your Petitioners and against the applicants for the lease.

That the Minister for Lands sustained such report, and agreed with the Commissioners on all points, but afterwards granted a re-hearing; and your Petitioners were informed by Commissioner Browne that such re-hearing would take place in the presence of your memorialists on the 13th February, in the Court House, Gulgong. Relying upon the good faith of such promise your Petitioners abstained from further efforts to support their rightful claim to work the ground.

That your Petitioners have now learned with surprise and indignation that the matter has been decided by the Minister on the 11th February, without reference to them, and by which the recommendations of the local Commissioner and the Commissioner-in-charge were ignored and the Minister's decision in your Petitioners' favour reversed. Your Petitioners have been unable to learn what evidence has been taken at the re-hearing, the local Commissioner refusing to state whether any evidence had been taken or not, or to furnish any information whatever in reference thereto.

Your Memorialists therefore claim the right to be heard; and pray that your Honorable House will permit them to know the nature of the evidence, if any, which deprives them of their mining claims, to which they are fully entitled according to law; and further, that you will take such other steps to mete out justice to your Petitioners as your Honorable House in its wisdom may deem necessary.

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

[Here follow 748 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(CLAIM OF BROWN AND PARTY, GULGONG.)

Ordered by the Legislative Assembly to be printed, 23 April, 1873.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 12 March, 1873, That there be laid upon the Table of this House,—

- “Copies of all Papers connected with the claim of A. Brown and Party,
- “for two leases of auriferous land near Two-mile Flat Gold Field, Gulgong,
- “and all Papers relating to objections thereto.”

(Mr. Garrett, on behalf of Mr. John Robertson.)

SCHEDULE.

NO.	PAGE.
1. Messrs. R. Robinson, W. Binder, J. Frazer, and others, to the Minister for Lands, requesting that the applications for two auriferous leases of 25 acres each, at Cudgegong Creek, made by Messrs. P. Harford, A. Brown, J. Hill, and J. Brown, dated 26th June and 28th October, 1872, respectively, may not be granted. 4 December, 1872	3
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3. Mr. District Gold Commissioner Johnson to Under Secretary for Lands, reporting on applications alluded to above, with Enclosures A, B, and C. 3 February, 1873	3
4. Telegram from Mr. G. Rouse to Minister for Lands. 3 February, 1873	5
5. Ditto from Mr. A. Brown to same. 3 February, 1873	5
6. Ditto same to Under Secretary for Lands. 4 February, 1873	5
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11. Telegram from Under Secretary for Lands to Mr. Gold Commissioner Browne. 11 February, 1873	6
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19. Telegram from Under Secretary for Lands to Mr. A. Brown, in reply to No. 17. 18 February, 1873	7
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21. Mr. A. Brown to Mr. District Gold Commissioner Johnson, with minute of Gold Commissioner thereon. 20 February, 1873.....	8
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25. Mr. District Gold Commissioner Johnson to the Under Secretary for Lands, in reply to Nos. 23 and 24, forwarding all papers in connection with Brown and party's disputed applications. 25 February, 1873. 1 Enclosure; Sub-Enclosure A to 2	8
26. Mr. Gold Commissioner Browne to Under Secretary for Lands, enclosing A. Brown's application to lease 1,000 yards of the Cudgegong River bed, dated 12th February, 1873; also, notice of his relinquishing the same. 26 February, 1873	12
27. Evidence of Messrs. J. F. Plunkett and E. Mount, taken at Sydney. 27 February, 1873	12
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GOLD FIELDS.

No. 1.

MESSRS. ROBINSON, BINDER, FRAZER, AND OTHERS TO THE SECRETARY FOR LANDS.

Gulgong, 4 December, 1872.

SIR,

We the undersigned miners, resident on the Gulgong Gold Fields, beg respectfully to direct your attention to an application for two leases, 25 acres each, of alluvial ground for gold mining purposes, situated at Cudgong River, made by Messrs. Paul Harford, Alexander Brown, John Hill, and J. Brown, dated respectively* 26th June and † 28th October, 1872, and request that the same will not be granted for the following reasons:—

*See Enclosure A to No. 3.

†See Enclosure B to No. 3.

- 1st. That owing to a misdescription of the land applied for we were led into error, and could not lodge an objection to the same within the period specified by the Regulations, the land being described by the applicants as being within 2 miles of "Two-mile Flat," whereas it is distant more than 4 miles.
- 2nd. That the ground so applied for has been improperly marked, and includes both banks of the Cudgong River, as well as a large portion of the river bed.
- 3rd. That the ground cannot be considered and is not tested and abandoned ground within the meaning of the 125th regulation.
- 4th. That the depth of sinking is under 50 feet, and the gold-field not being proclaimed five years the ground is exempt from the operation of the leasing Regulations.

We have recently taken up claims upon this land, and are now prohibited from mining on the same by the Commissioner until the lease be either granted or refused, and we earnestly hope you will take the premises into your favourable consideration, and if, on inquiry, the foregoing statements are found correct, you will be pleased to refuse the lease, and permit us to pursue our lawful occupation as miners upon the ground in dispute.

We have, &c.,

ROBT. ROBINSON,
W. BINDER,
JAMES FRAZER,
AND 45 OTHERS.

For the report of Mr. District Gold Commissioner Johnson, B.C., 9th December, 1872.—O.R. (for the U.S.) To be returned. Referred to Mr. Commissioner Browne, for his report.—WHITTINGDALE JOHNSON, G.C., B.C., 12 Dec., 1872.

No. 2.

THE UNDER SECRETARY FOR LANDS TO MESSRS. ROBINSON, BINDER, FRAZER, AND OTHERS.

Department of Lands,
Sydney, 9 December, 1872.

GENTLEMEN,

Your letter, under date the 4th instant, on the subject mentioned below, has been referred for the report of Mr. District Gold Commissioner Johnson.

2. As soon as the necessary information has been obtained, a further communication will be made to you.

I have, &c.,

OSBORNE RICH,
(For the Under Secretary.)

SUBJECT:—Objecting to an application for two leases of 25 acres each, situated at Cudgong Creek, for gold-mining purposes, made by Messrs. Paul Harford, Alexander Brown, J. Hill, and J. Brown.

No. 3.

THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT TO THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 3 February, 1873.

SIR,

I have the honor to transmit herewith * a report from Mr. Commissioner Browne on † the applications for leases of auriferous tracts, noted in the margin.

2. No objections were lodged against either application within the time prescribed, but it appears that the ground applied for, which is alluvial, is not within a gold-field proclaimed for upwards of five years, nor does the Commissioner consider that it comes within the category of tested or abandoned ground, or that it cannot be worked to advantage in the ordinary manner, without the aid of machinery, &c. Under these circumstances the leases in question could not be granted under the 125th regulation; and notwithstanding the failure of the objectors to lodge their protest within fourteen days, I must endorse the opinion of the Local Commissioner, that they should not be recommended for approval.

Messrs. Wilson and Brown, No. 2776. Messrs. Brown, Hill, & Comp., No. 4271.

*See Enclosure C. † See A & B.

I have, &c.,

WHITTINGDALE JOHNSON,
Commissioner in charge of the Western Gold Fields.

[Enclosure

[Enclosure A to No. 3.]

(Schedule S.)

Form of Application for an Auriferous Tract.

Mudgee, 26 June, 1872.

Sir,

2776.—£27 1's.

We beg to make application to lease, for a period of 10 years, under the Regulations for Mining upon Crown Lands, the auriferous tract below described.

We have, on the 26th day of June, 1872, marked the ground, and posted notices as required by the Regulations, of intended application, on the ground applied for, and at the Mining Registrar's office.

The number of our party is two.

The names of the shareholders are Henry Wilson and Alexander Brown.

Description of locality and extent of claim applied for:—25 acres, situated on the Cudgegong River, immediately below Mr. Rouse's paddocks, about 3 miles from Two-mile Flat.

We agree to fulfil the labour and all other conditions required by the Regulations.

HENRY WILSON.
A. BROWN.

The Commissioner for Gold Fields at Gulgong.

[Enclosure B to No. 3.]

(Schedule S.)

Form of Application for an Auriferous Tract.

28 October, 1872.

Sir,

4271.—£28.

We beg to make application to lease, for a period of 10 years, under the Regulations for Mining upon Crown Lands, the auriferous tract below described.

We have, on the 25th day of October, marked the ground, and posted notices as required by the Regulations, of intended application, on the ground applied for, and at the Mining Registrar's office.

The number of our party is four.

The names of the shareholders are Alexander Brown, John Hill, Paul Harford, and James Brown.

Description of locality, and extent of claim applied for:—On the Cudgegong River, and about 2 miles in an easterly direction from the Two-mile Flat, 25 acres.

We agree to fulfil the labour and all other conditions required by the Regulations.

A. BROWN,
For self and party.

The Commissioner for Gold Fields at Gulgong.

[Sub-Enclosure to Enclosure B to No. 3.]

(Schedule U.)

Gulgong.

I, ALEXANDER BROWN, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare that I have complied with all the requirements of the Regulations, with regard to the applications for leases for the ground applied for by me on the 29th day of October ultimo, situate on the Cudgegong River, and about 2 miles from the Two-mile Flat; 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 effectual abolition of oaths and affirmations taken and made in various Departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

A. BROWN.

Made and signed before me, at Gulgong, this 14th day of November, 1872,—

LESTER S. DONALDSON, J.P.

[Enclosure C to No. 3.]

Mr. Gold Commissioner Browne to The Commissioner in charge of the Western Gold District.

Gulgong, 5 December, 1873.

Sir,

Application
No. 116, 28 Oct.,
1872—25 acres.
Application
No. 64, 26 June,
1872—(25 acres),
forwarded
10 August.

I have the honor to transmit the application, No. 116, of Alex. Brown and others, for (25) twenty-five acres of auriferous alluvial land, upon the Cudgegong River, in an easterly direction, and about 2 miles from Two-mile Flat.

Alex. Brown and Henry Wilson also, upon 26th June last, applied for (25) twenty-five acres at the same place. The ground so applied for is common. The bed of the Cudgegong is included within the pegs of both applications. The No. 64, 26 June, 1872—(25 acres), number of the latter application is 64. The former application bears date 28th October.

The regulations in both cases as to statutory declarations and payment of deposit and survey fee, also as to marking and the posting of notices, have been complied with.

A rush having taken place, I visited the ground on 2nd instant, and found various parties of miners located within the pegs of applicants, who claimed—

1. As having applied in due form under regulation 128.
2. As having complied with regulation 131.
3. As not having been objected to within fourteen days.
4. As upon tested and abandoned ground.
5. As upon a portion of the Two-mile Flat Gold Field.

The miners, who had pegged out claims, rested their title to occupation upon these points, viz. :—

1. That the ground applied for could not be legally held under lease, not being situated on any Gold Field proclaimed for a longer period than five years.
2. That the site had been wrongly described in the applications, being 3 or 4 miles from Two-mile Flat Gold Field.
3. That it was new ground, and not "tested or abandoned," the shafts pointed out being only a few feet in depth, and not having been bottomed.
4. That pegs and notices had not been put up in compliance with regulation 128.
5. That applicants had illegally pegged in the river-bed, not having applied formally to lease the bed of a river or stream.

Having heard all statements, I referred the miners in occupation to regulation 132, by which it appeared to me that applicants having marked out the ground for the lease in respect of which they had applied, all persons who had not previously been in lawful possession of such ground must be deemed to be trespassing and encroaching. That it was competent for applicants to proceed against them for damage in respect of such trespass and encroachment. That the fourteen days having passed within

within which time alone objections could be entertained, it was not in my power to hear such. That the application of 28th October should be sent to the Commissioner in charge, with my report thereon, it being his province to recommend the granting or refusal of the lease. In the meantime all persons, except the applicants, were restrained from working on the ground. With reference to the granting or otherwise of application 116, I have the honor to state that the exact locality, in my opinion, forms a portion of the northerly extension of the Cudgegong Gold Field, proclaimed 6th July, 1868. The depth of ground is under 50 feet. There are several old holes, all rather shallow, upon the ground applied for. The bed of the river, in my opinion, should not have been included in the pegs unless applied for as a claim in bed of river or stream.

Having regard to the depth of sinking, and to the date of the proclamation of the Gold Field in which it is situated, I am led to consider that the application No. 116 does not come within the meaning strictly of regulation 125, and should not therefore be accorded a lease.

I have, &c,
T. A. BROWNE,
Commissioner.

No. 4.

TELEGRAM FROM MR. G. ROUSE TO THE SECRETARY FOR LANDS.

Biragambil, 1 February, 1873.

* I KNOW the land on Cudgegong River, said to be Brown's leases, situated between my lucerne paddock and Cunningham's farm. I never authorized any person to turn miners off that ground, and never claimed same. I only returned Saturday night from stations on Macquarie. Will make declaration if necessary.

* This refers to evidence of James Daley. See Sub-Enclosure B to Enclosure to No. 25.

No. 5.

TELEGRAM FROM MR. A. BROWN TO THE SECRETARY FOR LANDS.

Gulgong, 3 February, 1873.

I HAVE been informed there have been statements produced against the issuing of my leases. If such is the case, will you kindly defer your decision in the matter, as I am in a position to contradict the whole of those statements, and produce statutory declarations that such statements are untrue? The declarations will satisfy you the ground I claim has been tested and abandoned; also, the locality has been proclaimed a gold field since 1862. (Vide regulation 125.)

No. 6.

TELEGRAM FROM MR. A. BROWN TO THE UNDER SECRETARY FOR LANDS.

Gulgong, 4 February, 1873.

INFORMED this day Minister deciding question—our leases on Cudgegong River. Have been unable to obtain from local Commissioner object of his last inquiry. We relied as to first lease on Departmental letter, stating same approved and ordering survey. Hear to-day leases likely to be cancelled. If being re-opened as to first lease, beg delay decision until Friday, when we purpose visiting Commissioner, desiring to be heard before condemned.

No. 7.

THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT TO THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 4 February, 1873.

SIR,

In accordance with the instructions contained in your minute of the 9th December last, on the annexed objection to lease applications No. 64 and 116, at Two-mile Flat, near Gulgong, by certain miners on that gold-field, I do myself the honor to forward herewith the report of the local Commissioner, and the evidence taken before him in the matter in dispute.

See No. 1.
4 December, 1872.
Returned herewith. No. 1.

2. It will be perceived that Mr. Commissioner Browne on this re-hearing, as it were, of the case, has reversed the opinion expressed by him in his previous report, transmitted in my letter of the 3rd instant, which was then unfavourable to the issue of leases for the applications in question. As this inquiry has been more searching than the previous one, and as the objections appear to have been made long after the time prescribed in the Regulations within which objections to lease applications may be lodged, I am inclined to consider that this recommendation in favour of the issue of the leases to Messrs. Brown and Co. should be accepted, in lieu of the previous advice for their refusal.

See Enclosure to No. 25.
No. 3.

I have, &c.,
WHITTINGDALE JOHNSON,
Gold Commissioner.

P.S.—In addition to the reasons mentioned in Mr. Commissioner Browne's report for his recommendation of Messrs. Brown and Co.'s applications for approval, I would direct attention to Mr. Brown's affidavit, attached to the proceedings, of the large amount already expended on the ground, the necessity for the employment of steam machinery, &c., which brings it within the category of land eligible for leasing under the 125th regulation, even if untested alluvial. I have, therefore, no hesitation in endorsing Mr. Commissioner Browne's recommendation, and in advising the approval of the applications of Messrs. Brown & Co.—W.J., G.C.

See sub-enclosure G to No. 25.

Recommendation of Commissioner approved. Of course the leased tracts will not include the river.—J.S.F., 10/2/73.

No. 8.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MESSRS. A. BROWN AND PARTY.

Sydney, 5 February, 1873.

REFERRING to your telegram of yesterday, the case is still pending; further evidence required.

No. 6.

No. 9.

No. 9.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BROWNE.

Sydney, 6 February, 1873.

See Enclosure
C to No. 3.

IN your report of 5 December last, you state that Brown's application, No. 116, does not come within the meaning strictly of regulation 125. The Minister for Lands requires evidence as to whether the ground in dispute is tested and abandoned workings of any depth, in accordance with regulation 125, as he cannot arrive at a correct decision without these facts. Both sides in the case should be heard.

No. 10.

THE UNDER SECRETARY FOR LANDS TO THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT.

Department of Lands,
Sydney, 11 February, 1873.

SIR,

No. 7.
Messrs. Wilson
and Brown, No.
2,776.Messrs. Brown,
Hill, & Co., No.
4,271.

In returning the enclosed papers, transmitted in your letter of the 4th instant, reporting on the objections lodged by certain miners, resident on the Gulgong Gold Field, to the applications for leases of auriferous tracts at Two-mile Flat, near Gulgong, noted in the margin, I am directed to inform you, that the Minister for Lands has, under the circumstances, approved of your recommendation, viz.:—In favour of Messrs. Brown and party. Of course the leased tracts will not include the river.

2. I am therefore to add that Messrs. Brown and party's applications, Nos. 2,776 and 4,271, will accordingly be sent on for the approval of the Executive Council, of which Mr. Commissioner Brown and Messrs. Brown and party have been apprised.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

No. 11.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BROWNE.

Sydney, 11 February, 1873.

IN the case of Brown and others, the Minister for Lands has decided in favour of Brown and party. Letter by to-night's post.

No. 12.

THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BROWNE.

Department of Lands,
Sydney, 11 February, 1873.

SIR,

See Enclosure to
No. 25.Messrs. Wilson
and Brown, No.
2,776.Messrs. Brown,
Hill, & Co., No.
4,271.

In reference to your report of the 29th ultimo, respecting the objection lodged by certain miners, resident on the Gulgong Gold Fields, to the applications for leases of auriferous tracts on the Cudgegong River, near Two-mile Flat, noted in the margin, I am directed to inform you that the Minister for Lands has, under the circumstances, given his decision in favour of Messrs. Brown and party. Of course the leased tracts will not include the river.

2. I am therefore to add that Messrs. Brown and party's applications (Nos. 2,776 and 4,271) will accordingly be sent on for the approval of the Executive Council.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

No. 13.

THE UNDER SECRETARY FOR LANDS TO MR. ALEXANDER BROWN.

Department of Lands,
Sydney, 11 February, 1873.

SIR,

Messrs. Brown,
Hill, & Co., No.
4,271.Messrs. Wilson
and Brown, No.
2,776.25 acres each.
See Enclosures A
and B in No. 3.

Referring to your applications of 26th June last and 28th October last, respectively, on behalf of yourself and party, for leases of auriferous tracts situated on the Cudgegong River, near Two-mile Flat, noted in the margin, I am directed to inform you that the Minister for Lands has, under the circumstances, given his decision in your favour, notwithstanding the objections lodged against the granting of such applications.

2. I am therefore to add that the applications in question (Nos. 2,776 and 4,271) will accordingly be sent on for the approval of the Executive Council.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

No. 14.

TELEGRAM FROM MR. J. F. PLUNKETT TO THE SECRETARY FOR LANDS.

Gulgong, 14 February, 1873.

SEVERAL miners, in public meeting assembled, request that issue of lease to Brown and party, near Two-mile Flat, may not issue until they are heard by petition.

The evidence clearly proves that the ground was tested and abandoned; therefore the law must take its course. No petition would confer upon me a right to break the law.

J.S.F., 14/2/73.

7

No. 15.

THE UNDER SECRETARY FOR LANDS TO MESSRS. ROBINSON, BINDER, FRAZER, AND OTHERS.

Department of Lands,
Sydney, 17 February, 1873.

GENTLEMEN,

With reference to my letter of the 9th December last, in reply to yours of 4th previous, objecting to the granting of the applications noted in the margin for leases of auriferous tracts on the Cudgong River, near Two-mile Flat, I am now directed to inform you that the Minister for Lands has, after due consideration of all the circumstances in connection with this case, approved of the recommendation of the Commissioner in charge of the Western Gold District, viz., in favour of Messrs. Brown and party, and I am to add that their applications will therefore be submitted for the approval of the Executive Council, notwithstanding your objection.

I have, &c.,

OSBORNE RICH,
(For the Under Secretary.)

No. 2. No. 1.
Messrs. Brown,
Hill, & Co.; No.
4,271. Messrs.
Wilson & Brown,
No. 2,776. 25
acres each.

No. 16.

MINUTE-PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 17 February, 1873.

THE enclosed applications (particularized in the annexed Schedule) for two leases of auriferous tracts in the Western Gold Fields, being in accordance with the Gold Fields Regulations, are recommended for the approval of His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

The Clerk of the Executive Council, B.C., 18 February, 1873.—O.R. (for the U.S.)

The Executive Council advise that the applications for leases of auriferous tracts, specified in Schedule, be approved.—ALEX. C. BUDGE, Clerk of the Council.

Approved.—H.R., 3/3/73.

Schedule alluded to.

No.	Name.	Locality.	Area.	Period.
1872.			Acres.	Years.
2,776	Henry Wilson and Alexander Brown.....	Below Mr. Rouse's paddocks, on the Cudgong River, about 3 miles from Two-mile Flat.	25	10
4,271	Alexander Brown, John Hill, Paul Harford, and James Brown.	Cudgong River, about 2 miles easterly from Two-mile Flat.	25	10

No. 17.

TELEGRAM FROM MR. A. BROWN TO THE SECRETARY FOR LANDS.

Gulgong, 17 February, 1873.

BROWN'S leases. The agitators have advised men on leases to resist the 211th regulation, under which Commissioner granted injunction against them was pronounced last week by Supreme Court in case Goodwin Dunlop to be *ultra vires*. My party compelled to proceed under 14th section of Act for trespass. Have Executive approved your decision, and have instructions been forwarded Commissioner in charge to issue leases? My solicitor advises official letter to be immediately sent to local Commissioner and ourselves that Executive have so approved your decision before proceeding.

Mr. Rich,—Has the lease been approved by Executive?—J.S.F.
Not yet—Minute for Executive Council herewith.—O.R.

No. 18.

THE UNDER SECRETARY FOR LANDS TO MR. J. F. PLUNKETT.

Department of Lands,
Sydney, 18 February, 1873.

SIR,

In reference to your telegram of 14th instant, in which you state that several miners in public meeting No. 14 assembled, request that the auriferous leases applied for by Messrs. A. Brown and party, situated near Two-mile Flat, may not issue until they have been heard by petition,—I am directed by the Minister for Lands to inform you that the evidence taken in this case has clearly proved that the ground was tested and abandoned; therefore the law must take its course. No Petition would confer upon the Minister for Lands a right to break the law.

I have, &c.,

OSBORNE RICH,
(For the Under Secretary.)

No. 19.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. A. BROWN.

Sydney, 18 February, 1873.

MINUTE sent to Executive Council for approval of lease being issued in your favour. Pending approval, you can apply to Gold Commissioner for permit to occupy. (See clause 131 of Regulations of 21st of March last.)

No. 20.

No. 20.

TELEGRAM from MR. J. F. SWEENEY, CHAIRMAN OF MEETING, to THE COLONIAL SECRETARY.

20 February, 1873.

DEPUTATION leaves here to-day with petition against the granting of an auriferous lease to Brown and party, near Two (2) Mile Flat. Please withhold final consideration by Executive Council until heard.

The Secretary for Lands.—H.P., 21/2/73.

The Under Secretary for Lands.—H.H., B.C., 21/2/73.

No. 21.

MR. A. BROWN to THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT.

Gulgong, 20 February, 1873.

DEAR SIR,

Being in a hurry, I have asked Mr. Clarke to write for me the following:—I am subjected to a great deal of annoyance by Mr. Plunkett and his clique with reference to my leases. Mr. Plunkett has some twenty or more of his countrymen about him, and they with others have endeavoured to take forcible possession of my ground. I have summoned ten parties, and obtained an order or prohibition under 14th section from a Justice, staying all persons working thereon.

Notwithstanding all this, Mr. Plunkett leaves here for Sydney to-day, to interview the Hon. John Robertson and raise a fresh disturbance, a sum of money having been subscribed to defray his expenses; and further, he is to receive a half share in each claim, provided he ousts me, whilst Messrs. Sweeney and Colhoun are to receive the other half share. This very fact will convey to you some idea of the principles of the agitators I have to deal with, and I shall be very glad to learn that business in connection with your Department necessitates your presence in Sydney.

A. BROWN.

Mr. Farr.—Inform that having received the decision of the Hon. Minister for Lands in their favour, I cannot move further in the matter.—W.J., 25 February, 1873.

No. 22.

A. BROWN AND PARTY to THE SECRETARY FOR LANDS.

Gulgong, 24 February, 1873.

MINING Surveyor surveyed leases, Cudgegong River, Saturday. To our surprise ascertained Plunkett offered full fees to Surveyor not to survey prior to leaving for Sydney. Truth statement,—refer to Surveyor.

No. 23.

TELEGRAM from THE UNDER SECRETARY FOR LANDS to THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT.

Sydney, 25 February, 1873.

MINISTER requires all papers in Brown's case. Please send quickly papers returned to you on 11th instant.*

No. 24.

TELEGRAM from THE SECRETARY FOR LANDS to THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT.

Sydney, 25 February, 1873.

IN reference to telegram of to-day, Minister requires all reports, evidence, and affidavits, from first to last. If any at Gulgong telegraph for them.

No. 25.

THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT to THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,

Bathurst, 25 February, 1873.

SIR,

In reply to your telegram of this date, I have the honor to return all papers in connection with the objections to the leases of A. Brown and Co., at Two-mile Flat, near Gulgong, transmitted with your letter of the 11th instant, intimating the approval of the said leases by the Honorable the Minister for Lands.

I have, &c.,

WHITTINGDALE JOHNSON, G.C.

P.S.—With reference to your second telegram, the enclosed are all the papers in this office, and I have telegraphed to Mr. Gold Commissioner Browne, at Gulgong, to forward all papers (if any) in his possession to you. I am under the impression that all the documents in the case were transmitted through me.—W.J., G.C.

[Enclosure to No. 25.]

Mr. Gold Commissioner Browne to The Commissioner in Charge of the Western Gold District.

Gulgong, 29 January, 1873.

Sir,

I have the honor to acknowledge a petition and other papers connected with two (2) lease applications (Nos. 64 and 116) by Alexander Brown and others, for certain auriferous alluvial ground on the Cudgegong River, near Two-mile Flat.

I have the honor to state that I have delayed my report thereon, for the reception of certain evidence on both sides, which is hereby transmitted.

It is sought to be proved, by objectors to the leases, that the ground in dispute was not "tested and abandoned" in the proper sense of regulation 125. It is alleged that miners at a former period were induced to discontinue their workings, on the assumption that they were trespassers upon purchased land.

I

No. 1.
See Enclosures
A and B to No. 3.
Enclosures A to
Q.

I have the honor to state that having carefully reviewed the additional evidence tendered, I am of opinion that these objections and proceedings would not have been taken but for a report having arisen that applicants had struck gold. I do not consider that the objectors have made out a case for the refusal of either lease. The ground is certainly shallow, and not of a description as to sinking, which the tenor of the Regulations favours as suitable for holding under lease. But I am led to the belief, after mature deliberation, that the disputed area must be considered, equitably speaking, as coming within the meaning of tested and abandoned ground; and I therefore see no valid reason for refusing either lease.

I have, &c.,

T. A. BROWNE,
Commissioner.

[Sub-Enclosure A to Enclosure to No. 25.]

EVIDENCE taken upon an Official Inquiry touching the applications to lease certain auriferous tracts on the Cudgegong River, Local numbers—64 and 116.

John Treble, miner, states:—I have taken up a claim, in conjunction with others, upon some disputed ground; I know the boundaries of these leases in dispute; Brown and Harford and others; the leases as applied for include both sides of the Cudgegong River and a considerable portion of its bed; I know certain persons who sunk shafts upon the ground previous to the leases being applied for: I am aware that certain parties were ordered off the ground; they abandoned the ground in consequence of an order from Mr. Rouse; I do not consider the ground tested and abandoned; the sinking does not exceed (40) forty feet; it has not been proclaimed a gold field for five years; an injunction has been placed upon my claim, and I am now prevented from working; upon the side of the river where the rush has taken place there have been (2) two holes sunk upon the lower lease previous to application; by the lower lease I mean the lease next to the purchased land; there are a large number of holes which have been sunk by the present leaseholders since their application for the lease.

Cross-examined:—The leases take in nearly the whole of the Crown lands; I believe there are (4) four or (5) five holes sunk in the second lease before application; I cannot swear that there are not twelve shafts sunk before application; I will swear that the locality has not been proclaimed a gold field for five years; I was not present when Mr. Rouse ordered off miners from the ground; I was told so; I have bottomed a shaft there; Mr. George Rouse, junior, claimed the ground for his father; work has been done by other persons since they were first ordered off; a person named Davoren was ordered off; he worked there three years ago; I forget the names of the others; Davoren is the only man that I know of who worked there; I do not know of my own knowledge where he worked; for all I know it may have been on Mr. Rouse's property where Davoren worked; the statements I have made about persons being ordered off the ground where the lease has been applied for, are founded on hear-say.

Re-examined:—I know of, my own knowledge, that there are four or five holes on the second lease; I have merely heard that they were made by persons who were ordered off by Mr. Rouse.

JOHN TREBLE.

Taken before me, at Gulgong, 13 January, 1873,—
T. A. BROWNE, P.M.

[Sub-Enclosure B to Enclosure to No. 25.]

James Daly states:—I am a miner and I know the ground in dispute, to which the rush took place; I worked on that ground as a miner about four years ago; I bottomed one shaft at between 10 and 12 feet; I commenced another; when down 25 feet Mr. Rouse's man stopped us (I cannot say which Mr. Rouse); Copeland was acting for Mr. Rouse; he said it was Mr. Rouse's private property; we left in consequence; I have lately ascertained that it is not true—that it is not Mr. Rouse's ground; I have ascertained that it is the same ground now in dispute, being Crown land between two portions of Mr. Rouse's purchased property; I have not taken up a claim on the said ground; I am not in any way interested; I have been called upon to give evidence.

Cross-examined by Mr. Truman:—I saw the ground to-day; I was going past; I was asked to go and see the ground; I recognized the shafts which were put down by me four years since; they are on the left bank of the river; I know the ground, but I have only seen one peg; I don't know the actual boundaries; I have been told that that is the rush; I was not present at the rush; I heard the rush took place to the same ground as I worked at four years ago; I recognized the shafts I put down; I swear they are not on Mr. Rouse's property; they are too far from Cunningham's fence; I don't know how many yards; I have heard Mr. Rouse has 40 acres outside of Cunningham's fence; I can't say whether 40 or 50; I have heard 40; I saw my shaft to-day at a distance; it is not on Mr. Rouse's ground; I have been told they are Crown lands; I know it by Mr. Rouse's boundary being defined; I found gold on the surface; I did not abandon it; I was forced to leave; the gold I found on the surface was not payable; Copeland claimed the ground between Mr. Cunningham's fence and the fences of Rouse's paddocks; I partly guess where the lower lease next Cunningham's is.

Examined by Mr. Plunkett:—The ground I speak of as being the same where the rush took place is known to me by seeing the shafts of the rush; I have been there to-day—at the recent rush at the Cudgegong River; that is the very same ground I was working at four years ago, and was ordered off by Copeland.

JAMES DALY.

Taken before me, at Gulgong, 14 January, 1873,—
T. A. BROWNE, P.M.

[Sub-Enclosure C to Enclosure to No. 25.]

James Frazer states:—I am a miner; I know the ground in dispute; I have taken up a claim there with others; I know the land was applied for under lease by Brown, Harford, and others; I know that the leases embrace both sides of the river, and a portion of its bed; I have known the ground the last six years; I know persons were mining there four years ago; I know they left; Lawler and Menane told me they were hunted off the ground as being Mr. Rouse's; I was a mate of Lawler's; they told me they sunk one hole; they bottomed a shaft at night after being hunted off it, and got three grains to the dish; an injunction is now placed upon my claim until the lease is granted or refused; the depth of sinking does not exceed 40 feet; I was there when the Commissioner visited the ground; I saw several shafts there; the majority of them were new shafts; I know the leaseholders sunk the greater portion of them; I know the ground has not been tested and abandoned since the rush to Two-mile Flat, six years since; I know Copeland; he was overseer for Mr. Rouse about four or five years since—about the time the persons I speak of were sinking the shafts.

Cross-examined by Mr. Truman:—I went to work in December; I don't know whether the leaseholders got gold; I heard there was a rush; when I went to the ground I visited the prospectors' shaft; they had wash-dirt there, or earth that looked like it; I had taken up my claim before I saw it; I do not recollect anyone telling me the leaseholders had got gold; I had visited the ground three weeks before I took up the claim; I had been there a month or two before; I have been there every 10 months; most of the bottomed shafts have been sunk by the leaseholders; I have seen them sinking shafts; I have seen the same men; they said they were working for Alick Brown, one of the leaseholders; I believe they have put down about nine; of my own knowledge I can't say; I know they have put down two; I saw them working in two shafts; I don't know of my own knowledge whether they have put down more than two; I don't know how many shafts have been bottomed; there are only two old shafts on the two leases; I only speak of shafts bottomed; I don't call the others shafts, only holes; I saw the bottom of one five or six years ago; I helped to wash it; I got a few colours.

Re-examined:—A public road goes through this ground; my visits were on the way to Two-mile ground; it is a road generally used; there is a crossing at the river.

Re-examined by Mr. Truman:—I am certain the road goes through the north corner of one of the leases; the nearest corner of the river to Cunningham's; I believe that is the north.

JAMES FRAZER.

Taken before me, at Gulgong, 14 January, 1873,—
T. A. BROWNE, P.M.

Adjourned to 16 January, 1873,—T. A. BROWNE, P.M.

[Sub-Enclosure D to Enclosure to No. 25.]

Francis Devlin states:—I am a miner, residing at Red Hill, Gulgong; I know the new rush at Cudgegong River, near Cunningham's farm; I was one of a party who sunk some shafts there three years ago; I was prevented, and my party, from sinking, by young Mr. George Rouse; he met us as we were going to work; he said the ground belonged to his father; I left, and the party, in consequence; I sunk one shaft; we did not test and abandon this ground; I am not interested in this inquiry; I know the road going through the ground; we were sinking on the left-hand side of the road going towards Two-mile Flat, 50 yards or so from the road; I have not seen the lease pegs.

Cross-examined:—I know Two-mile Flat; I call the land in dispute more than 3 miles from Two-mile Flat.

FRANCIS DEVLIN.

Taken before me, at Gulgong, 16 January, 1873,—

T. A. BROWNE, P.M.

[Sub-Enclosure E to Enclosure to No. 25.]

I, *George Thomas*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare that I have been employed by the leaseholders (Messrs. Brown and others) to work on their leased tracts situate on the Cudgegong River, near Biragambil. There were no other parties working on this ground when I went to work there. When I first went on to the leases I saw a number of old abandoned shafts sunk thereon. I have carefully examined these shafts last week by the request of Mr. Brown, and have counted over twenty shafts which were sunk some time ago. I come to this conclusion by the appearance of the earth thrown up, and the grass growing over the same. It was only after we discovered gold that an attempt was made to rush the leased tracts. 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 effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

GEORGE THOMAS.

Made and signed before me, at Gulgong, this 25th day of January, 1873,—

LESTER S. DONALDSON, J.P.

[Sub-Enclosure F to Enclosure to No. 25.]

I, *Roland Edwards*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare that I have been employed by the leaseholders (Messrs. Brown and others) to work on their leased tracts situate on the Cudgegong River, near Biragambil. There were no other parties working on this ground when I went to work there. When I first went on to the leases I saw a number of old abandoned shafts sunk thereon. I have carefully examined these shafts last week by the request of Mr. Brown, and have counted over twenty shafts which were sunk some time ago. I come to this conclusion by the appearance of the earth thrown up, and the grass growing over the same. It was only after we discovered gold that an attempt was made to rush the leased tracts. 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 effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

R. EDWARDS.

Made and signed before me, this 25th day of January, at Gulgong,—

LESTER S. DONALDSON, J.P.

[Sub-Enclosure G to Enclosure to No. 25.]

See Enclosure A
to No. 3.
See Enclosure B
to No. 3.

I, *Alexander Brown*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare that I have applied for two alluvial leases of 25 acres each, situate on the Cudgegong River, near Biragambil, the said leases being dated 26th day of June, 1872, and the 28th day of October, 1872, respectively. I have duly complied with the regulations in every particular and made the necessary declaration, enabling me to occupy and work. I have expended up to the present date over £300 by employing labour and have not as yet received any returns. I have succeeded in finding what I believe to be payable gold, and upon my making such discovery a number of men attempted to rush my leases, but were ordered to discontinue such trespass by Mr. Commissioner Browne. When I went to examine the locality, prior to my applying for the said leases, I saw a number of old abandoned shafts sunk upon what is now my leased tracts. I believe there are over twenty such shafts and they are easily recognizable now. There were no objections lodged against my applications within the fourteen days, as required by the Regulations. Exception to my leases was only taken after my discovery of gold. Lastly, the land applied for by me to be leased is situate on the banks of the Cudgegong River. The Cudgegong River and its banks for half-a-mile on each side has been proclaimed a gold field since 1862, or about ten years ago. I intend erecting extensive steam machinery for the purposes of pumping and washing. 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 effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

A. BROWN.

Made and signed before me, at Gulgong, this 28th day of January, 1873,—

LESTER S. DONALDSON, J.P.

[Sub-Enclosure H to Enclosure to No. 25.]

I, *George Moore Rouse*, of Biragambil, in the Colony of New South Wales, Esquire, do solemnly and sincerely declare that I know the boundaries of the land belonging to my father, George Rouse, Esquire, of Biragambil, and situate on the Cudgegong River. There is a portion of Crown lands situate between two portions of my father's property. I know the land well, and believe it has been applied for by Messrs. Brown and others as an alluvial lease. I have never ordered any miners off this portion of Crown lands, or prevented any person or persons working thereon, or instructed any person on my father's behalf to do so. I have on two several occasions, about four years ago, taken men and shown them the boundaries of my father's property, and what was Crown lands, in order that they might test and prove the ground for payable gold outside my father's land. I never claimed this portion of Crown lands as being my father's property. 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 effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

GEO. M. ROUSE.

Made and signed before me, at Gulgong, this 28th day of January, 1873,—

S. A. BLACKMAN, J.P.

[Sub-

[Sub-Enclosure I to Enclosure to No. 25.]

I, *Richard James Hassall*, of Morowolga, near Guntawang, in the Colony of New South Wales, Esquire, do solemnly and sincerely declare:—I own an estate at Morowolga, and have resided there about twenty years. I know the ground applied for by Brown and party, and situated between blocks belonging to George Rouse, Esquire. I am aware there were many holes sunk upon this ground, more than ten, and they were sunk some time since, long before Brown came there. I believe such holes to be bottomed. From my knowledge of mining, I consider the ground had been tested and abandoned before Brown came there. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council of New South Wales, 9th Victoria, No. 9.

R. J. HASSALL.

Made and declared this 8th day of February, 1873, at Gulgong, before me,—
T. A. BROWNE, J.P., and Commissioner for Affidavits.

[Sub-Enclosure J to Enclosure to No. 25.]

I, *Rowland Edwards*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare, as follows:—I know the boundaries of the ground applied to be leased by Brown and party, comprising 50 acres on the Cudgegong River. Within those boundaries there are fifteen holes, which appear to have been sunk about two or three years, and around the boundaries and close thereto there are fourteen more holes or shafts, apparently sunk about two or more years. Thirteen of the holes are from 15 to 30 feet deep, ten from 10 to 12 feet deep, and six from 5 to 6 feet deep. I believe the majority of them are bottomed. Traces can be seen in some of the heaps around the holes of portions of rock, proving incontestably that such holes have been bottomed. I consider the ground to have been tested and abandoned. I have been a miner for twenty-one years. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council of New South Wales, 9th Victoria, No. 9.

R. EDWARDS.

Made and declared before me, this 8th day of February, 1873, at Gulgong,—
T. A. BROWNE, J.P., and Commissioner for Affidavits.

[Sub-Enclosure K to Enclosure to No. 25.]

I, *Abraham Brown*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare, as follows:—I have been a miner for fifteen years. I know the boundaries of the leased land applied for by Brown and party, and comprising 50 acres on the Cudgegong River. Within those boundaries there are fourteen shafts sunk, and fifteen in the immediate vicinity of the boundaries thereof. I believe the majority of the said holes to be bottomed. Evidence exists in the shape of portions of rock at some of the shafts that the same have been bottomed beyond all doubt. I consider the ground to have been tested and abandoned. The holes in question have been sunk, I should say, over two years. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council of New South Wales, 9th Victoria, No. 9.

The
ABRAHAM × BROWN.
mark of

Made and declared, at Gulgong, this 8th day of February, 1873, being first read over and explained to said Abraham Brown, before me,—

T. A. BROWNE, J.P., and Commissioner for Affidavits.

[Sub-Enclosure L to Enclosure to No. 25.]

I, *Joseph Knight*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare:—I am a miner and have been so for twelve years. I know the boundaries of the ground applied to be leased by Brown and party, and comprising 50 acres upon the Cudgegong River. I have been working in the vicinity of this ground on and off for the last two years. There are a number of shafts upon the 50 acres and in the vicinity thereof. Those shafts were sunk long before Brown came there. I believe the majority of such shafts to have been bottomed. Miners would never sink so many holes without bottoming. I consider the ground to have been tested and abandoned. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council of New South Wales, 9th Victoria, No. 9.

JOSEPH KNIGHT.

Made and declared this 8th day of February, 1873, at Gulgong, before me,—
T. A. BROWNE, J.P., and Commissioner for Affidavits.

[Sub-Enclosure M to Enclosure to No. 25.]

I, *Edward Smith*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare:—I am a miner, and have been so for eighteen years; I know the boundaries of the ground applied to be leased by Brown and party—50 acres upon the Cudgegong River. I have been working in the vicinity of this ground on and off for the last two years. There are a number of shafts upon the 50 acres and in the vicinity thereof. Those shafts were sunk long before Brown came there. I believe the majority of such shafts to have been bottomed. Miners would never sink so many holes without bottoming. I consider the ground to have been tested and abandoned. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act of Council of New South Wales, 9th Victoria, No. 9.

his
EDWARD × SMITH.
mark.

Made and declared this 8th day of February, 1873, at Gulgong, before me (being read over and explained to Edward Smith),—

T. A. BROWNE, J.P., and Commissioner for Affidavits.

[Sub-Enclosure N to Enclosure to No. 25.]

I, *Walter Denis*, of Gulgong, in the Colony of New South Wales, miner, make oath, and say:—I know the ground of 50 acres of which Alexander Brown has applied for a lease. It is situated on Mudgee or Cudgegong River. I worked it for five or six days some four years since with my mate, James Daly, and was turned off by a person called Copeland, an agent or overseer of Mr. Rouse. We should have finished the shaft if not so prevented. The shaft remains unsunk, or not bottomed, to the present date. Copeland told us it was Mr. Rouse's land. I never knew any one but Daly and myself to work there.

WALTER DENIS.

Sworn at Gulgong, the 22nd of February, 1873, before me,—
T. A. BROWNE, a Commissioner of Affidavits.

[Sub-

[Sub-Enclosure O to Enclosure to No. 25.]

In the matter of the dispute concerning a lease of 50 acres of auriferous land, on the Cudgegong or Mudgee River, applied for by Alexander Brown, of Gulgong, and now before the Honorable Minister for Lands.

I, *Christopher Young*, of Gulgong, in the Colony of New South Wales, storekeeper, make oath and say:—I have intimately known the ground, 50 acres of which Alexander Brown has applied to lease for the last four years, and at any time during that period I have not known more than two miners working upon the ground; there could not have been many men working on the ground without my knowing; it was generally supposed to be the property of Mr. Geo. Rouse, of Biragambil.

CHR. YOUNG.

Sworn at Gulgong, the 22nd day of February, 1873, before me,—

T. A. BROWNE, a Commissioner of Affidavits.

[Sub-Enclosure P to Enclosure to No. 25.]

In the matter of an inquiry before the Honorable Minister for Lands, relating to disputed lease between Alexander Brown and sundry miners.

I, *William Selff*, of Gulgong, in the Colony of New South Wales, innkeeper, make oath and say:—That I have known for four years the ground on the Cudgegong or Mudgee River, 50 acres of which Alexander Brown, of Gulgong, has applied for permission to lease, and that during that time there never has been more than four or five miners at work thereon at any particular time; and I further swear that I have never known as much as one load of wash-dirt removed or washed therefrom.

WILLIAM SELFF.

Sworn at Gulgong, the 22nd day of February, 1873, before me,—

T. A. BROWNE, a Commissioner of Affidavits for the Supreme Court of New South Wales.

[Sub-Enclosure Q to Enclosure to No. 25.]

In the matter of a disputed lease of land on the Mudgee or Cudgegong River, now before the Minister for Lands for inquiry between Alexander Brown, applicant, and opposing lease.

I, *Thomas Saunders, junr.*, of Gulgong, in the Colony of New South Wales, miner, make oath and say:—That I have intimately known the land, 50 acres of which Alexander Brown, of Gulgong, has applied to lease, and situated on the Cudgegong or Mudgee River, and during that period I have never seen five people at work upon it for mining purposes, nor could that number of people have been mining upon it without my knowing it. It was generally supposed to be the purchased land of G. Rouse, Esq., of Biragambil.

THOMAS SAUNDERS.

Sworn before me, a Commissioner for Affidavits, at Gulgong, on the 22nd February, 1873,—

T. A. BROWNE.

No. 26.

MR. GOLD COMMISSIONER BROWNE TO THE UNDER SECRETARY FOR LANDS.

Gulgong, 26 February, 1873.

SIR,

I have the honor to state that I received this morning a telegram from the Commissioner in charge, directing me to send all papers in my possession, if any, in the Brown's lease applications, to the Lands Office.

I have the honor to enclose A. Brown's application to lease 1,000 yards of the Cudgegong River bed, of date 12th February; also, A. Brown's notice, 12th February, relinquishing claim to bed of river, as included in leased tracts.

See A & B.

I have, &c.,
T. A. BROWNE.

[Enclosure A to No. 26.]

Form of Application for an Auriferous Tract.

Gulgong, 12 February, 1873.

Sir,

We beg to make application to lease, for a period of fifteen years, under the Regulations for Mining upon Crown Lands, the auriferous tract below described. We have, on the 12th day of February, marked the ground, and posted notices, as required by the Regulations, of intended application, on the ground applied for.

4,843—£12.

The number of our party is one.

The name of the shareholder is Alexander Brown.

Description of locality and extent of claim applied for:—1,000 yards of the Cudgegong River bed, situate from near the fence of the lucerne paddock of Mr. Geo. Rouse, near Biragambil, down the stream.

I agree to fulfil the labour and all other conditions required by the Regulations.

ALEXANDER BROWN,
By his Agent, HENRY TRUMAN.

To T. A. Browne, Esq., P.M., Commissioner for Gold Fields at Gulgong.

[Enclosure B to No. 26.]

Brown & Wilson, and Brown, Hill, & Harford to Mr. Gold Commissioner Browne.

Gulgong, 12 February, 1873.

Sir,

We have the honor to inform you that we relinquish all claim to the bed of the Cudgegong River, which may be included within the leased tracts situate on the banks of the said river, near Biragambil, and applied for by us.

BROWN & WILSON,
BROWN, HILL, & HARFORD,
(By their Agent, HENRY TRUMAN.)

No. 27.

EVIDENCE OF MESSRS. J. F. PLUNKETT AND E. MOUNT.

In the matter of the application of Alexander Brown and party for leases of alluvial ground on Cudgegong River, near Two-mile Flat, now under inquiry before the Hon. the Minister for Lands.

I, *James Francis Plunkett*, of Gulgong, in the Colony of New South Wales, mining agent, make oath and say that I know the ground for which application has been made; that previous to such application it was not "tested and

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and abandoned workings"; that I have known it for years; that it does not come within the leasing operations of the 125th regulation; that Mr. George M. Rouse, whom deponent believes has given evidence in this matter, has since informed deponent that he will swear it is not tested and abandoned workings, and that a load of dirt had never been washed from it previous to the application by Brown and party.

JAMES F. PLUNKETT.

Sworn at Sydney, the 27th day of February, 1873, before me,—
FRANCIS G. AUSTEN, a Commissioner for Affidavits.

In the matter of the application for leases of alluvial ground, made by Alexander Brown and party, on the Cudgegong River, near Two-mile Flat, now under inquiry before the Hon. the Minister for Lands.

I, *Edward Mount*, of Gulgong, in the Colony of New South Wales, gold-miner, make oath, and say:—That I know the ground in dispute; that it is not "tested and abandoned workings" and does not come within the leasing operations of the 125th regulation; I am not interested in the dispute.

EDWARD MOUNT.

Sworn at Sydney, on the 27th day of February, 1873, before me,—
FRANCIS G. AUSTEN.

No. 28.

EVIDENCE OF MR. ERNEST BIEBER.

I, *Ernest Bieber*, of the Glebe, near Sydney, in the Colony of New South Wales, gentleman, and ex-manager of the Biragambil Gold Mining Company, do solemnly and sincerely declare as follows:—That at the time certain leases were applied for by A. Brown and party for land immediately adjoining the abovenamed Company, on the Cudgegong River, I employed from 40 to 50 men, who were principally collected out of working miners who were for some time located in the district. In endeavouring to make myself acquainted with the gold-bearing properties of the district, several of the abovementioned men drew my attention to the abovementioned land to the effect that gold had been found there, but never in any payable quantities. I went to look at the said ground repeatedly in order to form an opinion of its auriferous nature, and I saw a number of old shafts and abandoned workings, leaving me to conclude if gold had been found there it had not been obtained in sufficient quantities to encourage further workings. Some time afterwards, meeting Brown, I drew his attention to the fact that the ground had been abandoned, which ultimately led to the result of Brown applying for the said ground. The ground in question is situated between the old Diamond Mines Diggings and the Jordan Diggings, and the Two-mile Flat Diggings,—all connected by old workings on the Cudgegong River, which district was then considered old and abandoned workings to the extent of 5 or 6 miles, and on a proclaimed gold-field, inasmuch as the few men still remaining in the district flocked to me for employment when I commenced operations in the Biragambil Company, proving the worked-out condition of the said ground. And I make this solemn declaration, conscientiously believing the same to be true and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty intituled "An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

ERNEST BIEBER.

Subscribed and declared at Sydney, this 27th day of February, 1873, before me,—
H. GREVILLE, a Commissioner for Affidavits.

No. 29.

EVIDENCE OF MR. CHARLES WILLIAMS.

I, *Charles Williams*, of Gulgong, in the Colony of New South Wales, miner, do solemnly and sincerely declare that I know the ground applied for to be leased by Alexander Brown and party, situate at Cudgegong River, near Biragambil. I, with my mates—eight in number—worked on this ground eighteen months ago. I assisted to sink six shafts, each of which was bottomed by my party, and abandoned as not being payable. I saw at that time many other abandoned shafts in close proximity to those put down by our party, and from my experience as a miner of nine years standing, I consider such ground may be honestly considered as having been tested and abandoned. 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 Majesty, intituled "An Act for the effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

CHARLES WILLIAMS.

Made and signed before me, at Gulgong, this 28th day of February, 1873,—
HENRY TEBBUTT, J.P.

No. 30.

MINUTE OF THE SECRETARY FOR LANDS.

I HAVE carefully perused the evidence and declarations taken and made in this case, and in my opinion the ground applied for by Brown and party has been proved to be tested and abandoned workings; therefore Brown and party will be entitled to a lease of the ground applied for by them.

J.S.F., 28/2/73.

No. 31.

THE UNDER SECRETARY FOR LANDS to MR. J. F. PLUNKETT.

Department of Lands,
Sydney, 28 February, 1873.

SIR,

Referring to your interview with the Minister for Lands, on the subject of the objections lodged by Messrs. Robinson, Frazer, and others, against the applications noted in the margin, for leases of auriferous tracts on the Cudgegong River, near Two-mile Flat, I am directed to inform you that Mr. Secretary Farnell has carefully perused the evidence and declarations taken and made in this case; and, in his opinion, the ground applied for by Messrs. Brown and party has been proved to be "tested and abandoned" workings; therefore Messrs. Brown and party will be entitled to a lease of the ground applied for by them.

I have, &c.,
W. W. STEPHEN.

Messrs. Brown,
Hill, & Co., No.
4,271.
Messrs. Wilson
and Brown, No.
2,776.
25 acres each.

No. 32.

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No. 32.

MEMO. OF THE SECRETARY FOR LANDS TO THE COLONIAL SECRETARY.

MR. INNES and myself concur in the decision arrived at in Brown and party's case, namely:—That Brown and party are entitled to the leased tracts applied for by them. You promised to inform Plunkett this morning.

JAMES S. FARNELL.

INFORM Mr. Plunkett that the Government have carefully considered the case submitted on interview yesterday, and that no reason has been shown for dissenting from the decision of the Secretary for Lands. The Government consider that Mr. Brown and party are entitled to the leased land applied for by them.

H.P., 4/3/73.

Returned to the Under Secretary for Lands as a document of his Department.—H.P., B.C., 4 March, 1873.

No. 33.

THE PRINCIPAL UNDER SECRETARY TO MR. J. F. PLUNKETT.

Colonial Secretary's Office,
Sydney, 4 March, 1873.

SIR,

I am directed to inform you, with reference to your interview of yesterday with the Colonial Secretary, that the Government have carefully considered the case then submitted by you, and that no reason has been shown for dissenting from the decision of the Secretary for Lands in the matter, the Government considering that Mr. Brown and his party are entitled to the leased land applied for by them.

I have, &c.,
HENRY HALLORAN.

No. 34.

TELEGRAM FROM MR. A. BROWN TO THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT, AND
REPLY.

Bathurst, 5 March, 1873.

HAVE you received authority to grant leases; if so, please reply and retain same as I will then start and be in Bathurst Friday, early train; my month nearly up. Reply paid.

REPLY.

HAVE received no further decision with reference to leases. Shall probably be absent from Bathurst the latter end of next week.

W. JOHNSON.

No. 35.

THE UNDER SECRETARY FOR LANDS TO THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD DISTRICT.

[Urgent.]

Department of Lands,
Sydney, 6 March, 1873.

SIR,

I am directed by the Secretary for Lands to return to you the enclosed applications for leases of auriferous tracts in the Western Gold Fields, which accompanied your letter of the 3rd ultimo, and to inform you that His Excellency the Governor and the Executive Council have approved of the leases in question being granted.

2. I am to request that you will cause the leases to be prepared as early as practicable.

I have, &c.,
W. W. STEPHEN.

No. 36.

BROWN & PARTY TO THE SECRETARY FOR LANDS.

Sydney, 8 March, 1873.

SIR,

We have learned that the leases applied for by us (A. Brown and party) are prepared, and are now at the Lands Office in Sydney. We were informed by Mr. Rich that the leases could not be issued for a considerable time (several months) unless an especial order was obtained from you that they be issued forthwith. We pray that you will issue the necessary order without delay.

Your obedient servants,
A. BROWN & PARTY,
Per THOS. W. JEROME.

Mr. District Gold Commissioner Johnson is requested to report as to survey.—O.R. Leases for issue were prepared and forwarded on the 10th instant.—WHITTINGDALE JOHNSON, G.C.

APPENDIX.

APPENDIX.

New South Wales, }
to wit. }

In the matter of the application of Henry Wilson and Alexander Brown for a lease of 25 acres of auriferous land, situate on the Cudgegong River, under the Gold Fields Act of 1866.

With 2 Enclosures, and tracing marked A, B, and C.

I, THOMAS Alexander Browne, Esquire, being the Gold Commissioner residing nearest to the abovementioned 25 acres of auriferous land, being satisfied by the declaration of the abovenamed Henry Wilson that the abovenamed applicants have complied with all the requirements of the Regulations set forth with regard to applications for leases under the said Act, and no objections having been lodged against the granting of the abovementioned lease, do permit the said applicants immediately to occupy the said 25 acres of alluvial land, subject to the decision of the Government as to the granting of such lease.—As witness my hand, this 16th day of July, A.D. 1872.

T. A. BROWNE,
Commissioner.

[Enclosure A.]

To the Honorable The Minister for Lands.

The Memorial of Alexander Brown and Henry Wilson, of Gulgong, Miners,—

RESPECTFULLY SHOWETH:—

That your Memorialists, upon the 26th of June last, applied to the Commissioner at Gulgong for a lease of 25 acres of alluvial ground, situate on the Cudgegong River, about 2 miles from Two-mile Flat,—your Memorialists having previously pegged the ground and posted the preliminary notices, paid the rent for lease and survey, obtained the certificates (form T), and duly posted same.

The Commissioner reported thereupon, no objection being raised with 14 days, and the Chief Commissioner sanctioned the commencement of work.

Your Memorialists have employed men for a period of 15 weeks, and have expended over £150 upon the ground.

About ten days since, upon your Memorialists finding gold, the ground was rushed by some three or four hundred men, and the Local Commissioner, by virtue of the 132nd regulation, has ordered the miners to desist from occupying or mining.

The objections raised by the miners, assisted and supported by a class of agitators to be found on every extensive gold-field (who court popularity to serve their own ends), are as follows:—

First,—That the ground is not within a proclaimed gold-field of five years standing; that it is not tested and abandoned; that the employment of steam machinery is not necessary; that it is not marked off according to the Regulations, in consequence of a portion of the river-bed being included within the pegs; and that it is described as being about 2 miles from Two-mile Flat, whereas they allege it is more.

Your Memorialists allege, in answer, that this field has been proclaimed more than five years by various proclamations, extending over the last fourteen years, one of which proclaimed a certain distance upon each side of the Cudgegong River, throughout the entire Mudgee district, and this ground being upon the banks.

That there are twenty old abandoned shafts upon the ground, twelve of which were pointed out to the Commissioner; and reference is here made to the interpretation of the words "tested and abandoned ground" in the Regulations, meaning "ground upon which three or more shafts have been bottomed and tried and then abandoned."

A large proportion of this ground must inevitably involve wet sinking, thereby rendering the employment of large and powerful machinery necessary, and in the draft of a prospectus about to be issued this was estimated at £2,000.

Nothing in the Regulations or Act prevents the taking up of a portion of a river-bed, included with other ground, provision only being made for taking up a river claim complete in itself; and it appears but reasonable, supposing a lead of gold or a quartz-reef to run underneath a river-bed, that a lease of it could be taken up, including the banks, and unreasonable to suppose that the river-bed must be taken up separately, and the river-banks in other and distinct leases.

The interpretation clauses of the Act as to Crown Lands entitles a miner to take all Crown Lands, &c., and your Memorialists ask not for the river-bed but for the earth underneath the river, and the lead of gold running therein.

With reference to the alleged discrepancy in the distance, this could not mislead if true (for the distance outside is but 3 miles) inasmuch as the Regulations requiring pegs and the notice of application, miners were put in full possession of the intention to lease.

But apart from the alleged defects now pointed out by the miners (and their friends the agitators) it is most respectfully submitted by your Memorialists that they are entitled to their ground apart from such defects, even if valid, in consequence of their having in every way complied with the requirements of the Act and Regulations, and their application having been favourably reported on upon their having commenced work, expended a large amount of money, been in occupation for nearly six months. And the Government so far recognized their right to lease as to direct the Mining Surveyor upon the field to survey the tracts applied for, and finally, that by the one hundred and twenty-ninth regulation no objection will be entertained after the expiration of fourteen days from the posting of the T notices.

Your Memorialists therefore humbly pray that in justice to them you will direct that the lease applied for by them be at once issued.

And your Memorialists will ever pray.

A. BROWN,
A.B., for HENRY WILSON.

[Enclosure B.]

To The Honorable The Minister for Lands.

The Memorial of Alexander Brown, John Hill, Paul Harford, and James Brown, of Gulgong, Miners,—

RESPECTFULLY SHOWETH:—

That your Memorialists upon the 28th day of October instant applied to the Commissioner at Gulgong for a lease of 25 acres of alluvial ground, situate "on the Cudgegong River, about 2 miles in an easterly direction from the Two-mile Flat,"—your Memorialists having previously pegged the ground and posted the preliminary notices, paid the rent for lease and survey, obtained the certificates (Form T), and duly posted same.

The Commissioner we believe has reported upon the lease, although some delay has taken place.

Your Memorialists have employed men for a period of three weeks, and have expended £50 upon the ground.

About ten days since upon your Memorialists finding gold, the ground was rushed by some three or four hundred miners, and the local Commissioner, by virtue of the one hundred and thirty-second regulation has ordered the miners to desist from occupying or mining. The objections raised by the miners (assisted and supported by a class of agitators to be found on every gold-field, who court popularity to serve their own ends) are as follows:—First, that the ground is not within a proclaimed gold-field of five years standing; that it is not tested and abandoned ground; that the employment of steam-machinery is not necessary; that it is not marked off according to the Regulations in consequence of a portion of the river-bed being included within the pegs; and that it is described as being about 2 miles from Two-mile Flat, whereas they allege it is more.

Your

Your Memorialists allege, in answer, that this field has been proclaimed more than five years, by various proclamations extending over the last fourteen years, one of which proclaimed a certain distance upon each side of the Cudgegong River, throughout the entire Mudgee District, and this ground being upon the banks.

That there are twenty old abandoned shafts upon the ground, twelve of which were pointed out to the Commissioner, and reference is here made to the interpretation of the words "tested and abandoned ground," in the Regulations, meaning ground upon which three or more shafts have been bottomed and tried, and then abandoned.

A large proportion of this ground must inevitably involve wet sinking, thereby rendering the employment of large and powerful machinery necessary, and in the draft of a prospectus about to be issued this was estimated at £2,000.

Nothing in the Regulations or Act prevents the taking up of a portion of a river-bed included with other ground, provision only being made for taking up a river claim complete in itself; and it appears but reasonable, supposing a lead of gold or a quartz-reef to run underneath a river-bed, that a lease of it could be taken up including the banks, and unreasonable to suppose that the river-bed must be taken up separately, and the river banks in other and distinct leases.

The interpretation clause of the Act as to Crown Lands entitles a miner to take all lands, &c., and your Memorialists ask not for the river-bed but for the earth underneath the river and the lead of gold running therein.

With reference to the alleged discrepancy in the distance, this could not mislead if true (for the distance outside is but 3 miles), inasmuch as the Regulations requiring pegs and the notice of application, miners were put in possession of the intention to lease. But apart from the alleged defects now pointed out by the miners (and their friends the agitators) it is most respectfully submitted by your Memorialists that they are entitled to their ground, apart from such defects, even if valid, in consequence of their having in every way complied with the requirements of the Act and Regulations, and their application having been favourably reported upon—their having commenced work—expended a large amount of money—been in occupation for six weeks; and the Government so far recognized their right to lease as to direct the Mining Surveyor upon the field to survey the tract applied for, and finally, that by the one hundred and twenty-ninth regulation no objection will be entertained after the expiration of fourteen days from the posting of the T notices.

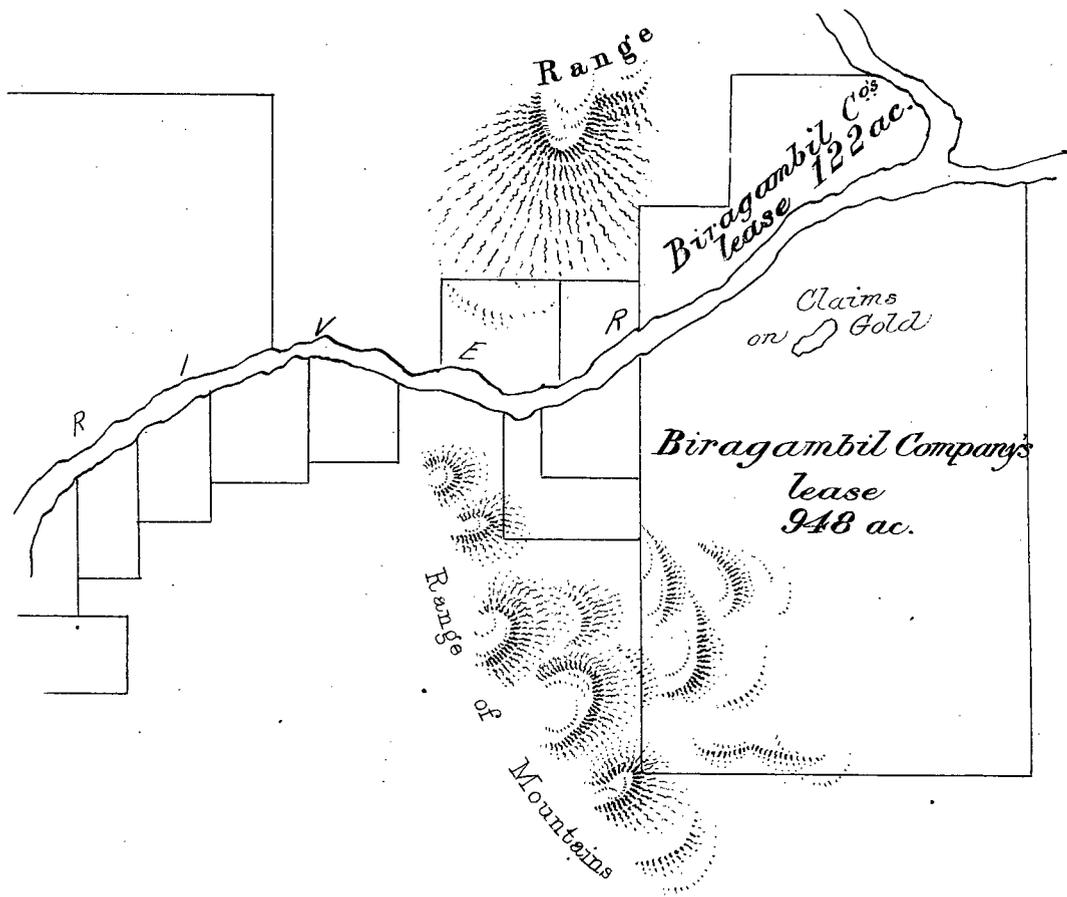
Your Memorialists therefore humbly pray that in justice to them you will direct that the lease applied for by them be at once issued.

And your Memorialists will ever pray.

A. BROWN,
For self and party.

[Plan.]

Enclosure C.



40 Chains 1 Inch

(Sig. 425)

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

QUARTZ CLAIM ON TURON RIVER.

(CORRESPONDENCE IN REFERENCE TO DISPUTE FOR POSSESSION OF.)

Ordered by the Legislative Assembly to be printed, 12 November, 1872.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 6th August, 1872, That there be laid upon the Table of this House,—

“ Copies of all Correspondence, and of all Applications, Memorials, Reports, Minutes, or other Documents, dated since October, 1871, having reference to any application by Charles A. Williamson, or by Williamson and party, or by Edward White, or by White and party, or by Charles de Boos, or by De Boos and party, for a Quartz Lease or other Claim upon the Turon River; or to any dispute or litigation between any of the said parties or persons about the said claim or any adjacent claim.”

(Mr. Forster.)

SCHEDULE.

NO.	PAGE.
1. Mr. District Gold Commissioner Johnson to Under Secretary for Lands, forwarding 108 applications for leases of auriferous tracts, including application No. 1,076 of Messrs. C. De Boos and E. White, dated 29 November, 1871. 15 January, 1872	2
2. Minute of Executive Council, approving of same; with minutes thereon. 20 January, 1872.....	2
3. Under Secretary for Lands to Mr. District Gold Commissioner Johnson, returning same, for issue of lease. 29 February, 1872	3
4. Mr. District Gold Commissioner Johnson to Under Secretary for Lands, reporting on statement of C. A. Williamson, as to the survey of Lease No. 1,676, for Messrs. De Boos and White, at the Lower Turon River; with evidence, letters, and plans enclosed, and minutes thereon. 9 May, 1872.....	3
5. Under Secretary for Lands to Messrs. De Boos and White, forwarding copy of Mr. Johnson's report. 17 May, 1872	6
6. Mr. C. De Boos to Minister for Lands, further respecting his claim to lease of 5 acres at Wythe's Hill, against caveat by Mr. Williamson, and Mr. Johnson's report. 20 May, 1872	6
7. Under Secretary for Lands to Mr. Gold Commissioner Johnson, in reply to No. 4. 13 June, 1872	7
8. Same to Mr. C. De Boos, in reply to No. 6. 13 June, 1872.....	7
9. Mr. C. W. Weekes to Minister for Lands, asking, on behalf of Mr. Wilkinson, for issue of lease to be deferred until further evidence has been heard in the matter; with minute thereon. 13 June, 1872	8
10. Mr. C. A. Williamson to Minister for Lands, requesting permission to copy the letters and documents in the case of Williamson v. De Boos and White; with minute thereon. 19 June, 1872	8
11. Under Secretary for Lands to C. A. Williamson, in reply to above. 20 June, 1872	8
12. Messrs. Roxburgh, Slade, & Spain, in reference to the disputed claim between Mr. C. A. Williamson and Messrs. De Boos and White, for said lease of 5 acres at Wythe's Hill, and requesting the issue of same to be stayed until their rights have been determined by the Supreme Court; with minute thereon. 22 June, 1872	8
13. Under Secretary for Lands to Messrs. Roxburgh, Slade, & Spain, in reply to above. 5 July, 1872	9

QUARTZ CLAIM ON TURON RIVER.

No. 1.

MR. DISTRICT GOLD-COMMISSIONER JOHNSON TO THE UNDER SECRETARY FOR LANDS.
Gold Commissioner's Office,
Bathurst, 15 January, 1872.

SIR,

108.

I have the honor to forward herewith the applications for leases of auriferous tracts noted in the margin.

2. In each case the Regulations have been complied with, the terms appear to be satisfactory, and the ground applied for is not required for any public purpose; I beg therefore to recommend that the applications be approved.

I have, &c.,
WHITTINGDALE JOHNSON,
Gold Commissioner.

These seem regular. Prepare Minute for Executive Council.—O.R., 17 January, 1872.
Approved.—J.B.W., 18 January.

[Enclosure to No. 1.]

FORM of Application for an Auriferous Tract.

29 November, 1871.

1076—£7.

Sir,

We beg to make application to lease for a period of five years, under the Gold Fields Regulations, the auriferous tract below described.

We have this day posted notices, as required by the Regulations, of intended application, on the ground applied for, and at the Commissioner's Office.

The number of our party is two.

The names of the shareholders are Charles De Boos and Edward White.

The constitution of the Company is as follows:—Each shareholder paying an equal amount of expense of working.

We propose to work the ground, if leased, in the following manner:—By sinking on the reef in the usual manner, until the stone is tested, when machinery will be provided.

Description of locality, and extent of claim applied for:—Five acres, situated at Wythe's Hill, and within fourteen men's ground, more or less, from the land of the South Star Company, and immediately south of Marranan's 4-acre lease.

We annex a statement of the conditions under which we are prepared to take up the lease.

The Commissioner for Gold Fields,
at Bathurst.

CHARLES DE BOOS.
EDWARD WHITE.

CONDITIONS annexed.

We engage to keep employed on the claim five men, inclusive of our own party, and to have that number employed at the expiration of seven days from the date on which the lease is issued to us, or within such time as may be specified in the conditions indorsed on the lease; and we further engage to have in operation the machinery above specified, from and after the same date.

CHAS. DE BOOS.
EDWARD WHITE.

No. 2.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 20 January, 1872.

The enclosed applications (particularized in the annexed Schedule) for 108 leases of auriferous tracts in the Western Gold Fields, being in accordance with the Gold Fields Regulations, are recommended for the approval of His Excellency the Governor and the Executive Council.

J. BOWIE WILSON.

The Clerk of the Executive Council,
B.C., 20 January, 1872, W.W.S.

EXTRACT from Schedule alluded to.

No.	Name.	Locality.	Area.	Period.
.....	Chas. De Boos, Ed. White.....	Wythe's Hill, Tambaroora	acres 5	years 5

The Executive Council have approved of the several applications of leases of auriferous tracts, Western District, set forth in the annexed Schedule, and advise accordingly.

ALEX. C. BUDGE,
Clerk of the Council.

Approved.—B., 31 January, 1872.

No. 3.

3

No. 3.

THE UNDER SECRETARY FOR LANDS TO MR. DISTRICT GOLD-COMMISSIONER JOHNSON.

Department of Lands,
Sydney, 29 February, 1872.

SIR,

I am directed by the Secretary for Lands to return to you the enclosed applications for leases of auriferous tracts in the Western Gold Fields, which accompanied your letter of the 15th ultimo, and to inform you that His Excellency the Governor and the Executive Council have approved of the leases in question being granted.

108.
No. 1.I have, &c.,
W. W. STEPHEN.

No. 4.

MR. DISTRICT GOLD-COMMISSIONER JOHNSON TO THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 9 May, 1872.

SIR,

With reference to the annexed statement of Mr. C. A. Williamson as to the measurement of a lease of 5 acres of a quartz reef at Wythe's Hill, Lower Turon, for Messrs. De Boos and party, I do myself the honor, for the information of the Honorable the Minister for Lands, to furnish my report thereon.

2. Mr. Williamson's letter very clearly states his case; and having closely investigated the matter, and had a carefully prepared plan* of the locality furnished from actual survey by Mr. Licensed Surveyor M'Hattie, I am led irresistibly to the conclusion that Mr. Williamson's allegations are correct, and that the ground measured for Messrs. De Boos, White, & Co., is not the ground marked or applied for by them in November, 1871. A glance at the plan, after the perusal of Mr. Williamson's letter and an inspection of Messrs. De Boos' application, will show that the latter tallies exactly with the site which was not surveyed, and which would not have encroached upon Mr. Williamson's subsequent application for 15 acres in January last; whereas the lease as surveyed is in the very heart of Williamson's lease, and would in a few weeks be worked by a tunnel which he is driving into the hill. With the exception of that of the principals, who had little direct information to afford, the evidence, as may be observed by its contradictory character as to facts, was, in my opinion, very unreliable, and I have not been in any way guided by it as to my determination in this matter; but it was admitted on the part of Mr. De Boos' party that two leases had been marked within a short time of each other—one that described by Williamson, and the other that surveyed, although only one application to lease was made describing the ground precisely as not measured, and which by no ingenuity can be twisted into a description of the locality as surveyed. The place also shows that the early working by Messrs. De Boos and White's party were all on the base line described by Williamson.

Enclosed—A.
(* Separate
Appendix.)

B.

Enclosed—C.

3. Under the circumstances, I can advise no other course than the refusal to issue Messrs. De Boos & Co.'s lease as measured, which will be tantamount to its cancellation, the area voluntarily abandoned by them having been applied for by other parties, who cannot now be dispossessed, in order that the survey should be made in accordance with the application.

4. I enclose notes of the evidence taken in this case, and the correspondence with this Office on the subject. I may add that I personally inspected the locality in the presence of both parties to the dispute, before taking evidence in the matter.

c.

I have, &c.,
WHITTINGDALE JOHNSON,
Commissioner in charge.

As it does not appear that Messrs. De Boos & Co. have been informed of the decision arrived at by the Commissioner, I think before taking further action in the case they should be communicated with and shown this report.—J.B.W., 13 May.

I disapprove of the decision come to by the Commissioner in this case, and therefore advise that a lease be granted to De Boos & Co.—J.S.F., 3 June. Inform.

[Enclosure to No. 4.]

B.

Mr. C. A. Williamson to Mr. District Gold-Commissioner Johnson.
Sydney, 23 February, 1872.

Sir,

I have the honor to inform you that the ground surveyed by Mr. Surveyor Sharpe for De Boos and White is not the ground as described by them in their application of 29th November, 1871; they never had pegs in the ground until I found gold in the 15 acres lease applied for by me on or about the 9th day of January, and which I have been working ever since. In proof of the ground not being the same, I enclose copies of affidavits made before the P.M. at Tambaroora. The ground in dispute is quite different to that originally taken up by De Boos and White, and pegged out and described in their application, No. 1,076, of 29th November, 1871, as per following description, which agrees with the affidavits:—"Situated at Wythe's Hill, and within 14 men's ground more or less from the land of the 'South Star Company,' immediately south of Marranan's 4-acre lease." The ground now claimed by them, and on to which they shifted their pegs during my absence in town, and surveyed by Mr. Sharpe, is considerably to the east, on a totally different line of reef, and several hundred yards from the ground originally pegged out.

I have further the honor to request that you will not recommend the lease to be issued to the applicants until you have decided on the case.

I have, &c.,
CHARLES A. WILLIAMSON.

[Sub-enclosure

[Sub-enclosure to Enclosure B to No. 4.]

Hill End, 21 February, 1872.

I, *Denis M'Inerney*, maketh oath and say, that I know the ground originally marked out by Patrick Marranan, on the South Star Line, next and adjoining a 4-acre lease held by Patrick Marranan, now known as the Southern Cross, south of it; I nailed the boards on the pegs in that ground; the ground surveyed by Surveyor Sharpe, and pointed out to him by Patrick Marranan, *alias* Pat the Rambler, is not the ground on which I put the boards on behalf of White and party on the 29th November, 1871, or about that date; I wrote the application of the lease,—put the application on the pegs; the same pegs, with the applications and boards, are now about (150) one hundred and fifty yards from the original base-line, the pegs having been moved.

DENIS M'INERNEY.

Witness,—JAMES THERRY.

Signed before J. W. LEES, P.M., Tambaroora.

[Sub-enclosure to Enclosure B to No. 4.]

Hill End, 21 February, 1872.

I, *George Hoole*, maketh oath and say, that I have been over the ground of the Confidence Company, situate north bank of "Turon," several times during the month of January, before Mr. Williamson took up the ground and since, and I distinctly swear that there were no pegs or notices of White and party, or any other, on the ground now said to be taken up by White and party, except those of C. A. Williamson; I have seen the same notices of White and party on quite different ground, further west; and that the attempt of White and party to take possession of the ground of the Confidence Company is an attempt at fraud.

GEO. HOOLE.

Witness,—JAMES THERRY.

Signed before J. W. LEES, P.M., Tambaroora.

[Sub-enclosure to Enclosure B to No. 4.]

Hill End, 21 February, 1872.

I, *Thomas MacMahon*, maketh oath and say, that I have been over the ground of the Confidence Company several times during the month of January, before Mr. Williamson took up the ground and since, and I distinctly swear that there were no pegs or notices of White and party, or any other party, on the ground now said to be taken up by White and party, except those of C. A. Williamson; I have seen the same notices of White and party on quite different ground, further west; and that the attempt of White and party to take possession of the ground of the Confidence Company is an attempt at fraud.

THOMAS MACMAHON.

Witness,—T. R. ALLT.

Signed before J. W. LEES, P.M., Tambaroora.

[Enclosure to No. 4.]

C.

Dispute as to measurement of Lease on Lower Turon.—Williamson and party *versus* De Boos and White.

Hill End, 19 March, 1872.

Charles Alexander Williamson states:—On the 9th January, 1872, I applied for a lease of 15 acres, described as on the north bank of Turon, west of the Honest Lawyer's and Champion's Extended Claims, both of which leases have been surveyed; the pegs now stand in the same position as when placed by me on that date; within one week I proceeded to work the claim; at the expiration of fourteen days I had six men to work; I have been over the ground surveyed as for White & Co.,—passed over the spot where the southern peg now is, and never observed it until after the survey; the survey of this ground includes part of the lease applied for by me; I have also passed along the line of the South Star Reef, and have seen the same boards now on the surveyed ground on the South Star Line, about 15 yards to the west; I have seen them in that position in the end of December, and on the beginning of January; the northern peg was close to a surveyor's mark; the southern peg was almost due south from it; about the beginning of January, I was on the South Star Line with Patrick Marranan; he said he had a 4-acre lease to the south of Campbell's lease, and beyond that a 5-acre lease, applied for by himself and White, on the same line; the South Star Line is about 200 yards to the west of the present surveyed line of the disputed lease; no objections have been lodged to my application for the 15 acres; I have been at work for two months; I marked the ground personally,—one peg on the northern boundary, where it now stands, on the 9th January, and another peg on the southern boundary, where it now stands; the pegs, as near as I could step it, were 480 yards apart, allowing for horizontal measurement; I was alone when I marked the ground; I measured from the northern peg; I came down a ravine to the foot of the bluff, and obtained a peg opposite the Chinaman's workings, and placed it where it now stands, on the southern boundary; the drives are respectively about 10 and 40 feet from the base-line peg to the west; I saw notices of application by Emmett without date, within my boundaries, but ascertained the ground was not applied for from the man who marked it; Emmett's base-line was the same as mine; I am confident my marking did not embrace the lease of White and party as seen by me previously; I am perfectly certain their pegs did not then stand as the lease is now surveyed; I can state that the boards now on the pegs are the same as those on them in their previous position.

Name of man to be supplied.

CHAS. A. WILLIAMSON.

Denis M'Inerney states (miner) not employed by the complainant:—I assisted to mark out a lease for Messrs. White & Co., in company with Patrick Marranan,—this was the marking with boards; I nailed the boards on existing pegs; the northern peg was on the southern peg of base line of the four acres of Southern Cross 4-acre lease; the southern peg was 148 yards in the continuation of the base line of the Southern Cross; this reef is known as the South Star Line of Reef; I never assisted to alter the position of these pegs; the pegging took place on 28th November, and I wrote the notices on boards; I never saw the Surveyor's pegs until yesterday; I marked out a 5-acre lease on South Star line; I stepped in the proportion of forty-eight yards to the acre; I am certain I marked the boards for a 5-acre lease; I never saw the base pegs in their present position until four days past; I identify the boards as the same I placed on the South Star line. I am confident sure the northern peg is 150 yards from its original position; the southern peg is not so far, but neither pegs are in their original position. White and myself were in Mr. Williamson's two tunnels; I am the first man ever worked Mr. White's five acres in South Star line; I was paid so much a week, and worked for five days; I was paid by White & Co.; the ground I worked is not within the Surveyor's pegs of lease as now measured; some portion of the workings may be within the side lines, but I am certain some are outside; I was working about the centre of original marked claim at that date; I never wrote any other boards for a 5-acre lease of Patrick Marranan; the posted-up board was dated 28th November; I had to take the pegs out of ground to nail board on, and I then replaced them.

DENIS M'INERNEY.

Denny,

Denny, recalled, states:—I was employed by White & Co. on the 2nd January, and not in December.

Arthur Robinson (miner):—I was giving pay to mark out a machine site for Mr. Lewis; early in December I saw a man named Denny working on the South Star line; I went a little further down and saw a peg with brand on, White and party; I know where the ground is now surveyed; the pegs are not in the same position; the original northern pegs were about 120 yards to the east; the southern peg is about 100 yards; the southern peg was near a mass of rocks and a sawn stump; the stump is close to it, it might be five or ten yards from it, on the South Star line of reef; I know Marranan's 4-acre lease in South Star line; the survey peg and northern boundary peg were close together, I think about the early part of December; I saw the same pegs in same position the latter part of December. I think it was about the end of December I saw Denny; I saw the board after I had spoken to Denny; it was the southern peg I saw after speaking to Denny; it was on the right hand side of track as I went toward river.

ARTHUR ROBINSON.

Charles De Boos:—I am one of the applicants in lease of White & Co.; I was not present at the marking of lease; I first saw the ground on the 28th or 29th December; I went on the ground, and was shown the boundaries by Marranan; I can speak as to the position of the southern boundary, especially because I complained at Marranan for pegging so close to the Bluff; I thought he should have gone more west; I cannot speak as to the northern boundary; I have since inspected the boundaries, about seven or ten days back; I believe the southern boundary is still in the same position as seen by me in the end of December; in addition, as I walked along the eastern side line with Patrick Marranan, he showed a peg of Emmett's within our boundary; I complained to Emmett on my return to Sydney; he promised to alter it; I have seen a blow of quartz some short distance from Emmett's peg; I have a very indistinct recollection of the position of blow of quartz; I do not think Emmett's peg was on the edge of cliff; I have a very indistinct recollection of this. I paid wages for work commenced fourteen days after application.

CHAS. DE BOOS.

Patrick McGovern, (miner):—I went, in company with Patrick Marranan, on the 24th or 25th November, to peg out a lease for E. White & Co.; I assisted to put the pegs in with Pat. Marranan; I wrote the notices; I put the pegs where they stood yesterday; I never removed them; I saw a peg put up for Williamson on 9th January; I saw the south peg had been shifted to the west over 80 yards, about a week afterwards I first saw notice for application; the peg he saw near the crossing had Williamson and Thomas Macmahon's names on it, about the end of December, or early in January; the peg was there on the 9th January; the board had C. A. Williamson & Co.; the notices of application had Williamson & Macmahon on them; the board was on the peg when it stood in the same position it originally did; the same board is now on the peg in its altered position; I cannot say whether the names have been altered; date on Emmett's notice, 31st December; Emmett's pegs were not in the ground when I marked out for White & Co.; Mr. Williamson's pegs as originally placed would have taken in part of this lease; I know Patrick Marranan's 4-acre lease since the 11th October; when I first commenced to work on it, there was a peg, E. White & Co., at the southern boundary of Marranan's 4-acre lease; it was for lease dated 12th December; it was marked after the disputed lease; I assisted to mark it; I do not know who marked the boards; Dennis M'Inerney wrote out the boards for first lease, I think Marranan wrote himself for second lease, but cannot say; I did not see Denny put on the boards, but I helped to peg out second lease, 12th December.

PAT. MCGOVERN.

E. A. Leonard (miner) states:—Mr. Williamson, myself, and others, were riding out to Root Hog; Mr. Williamson left us, but returned shortly afterwards, and told us that he had pegged out a 10-acre lease; I cannot fix the date; I went subsequently to look at the line of reef, and saw White & Co.'s peg in the same place as now stands; the third week of January I believe they had struck gold; I have never seen the pegs since until yesterday; when I first saw the pegs it was about two days after Williamson's men had commenced work; I saw that the peg was inside Williamson's ground (the ground claimed by Williamson), and I looked direct north and I saw the men at work sinking shaft; they said they were working for "Pat the Rambler"; the shaft was I believe the same; I saw yesterday a line of the South Star reef would bound a portion of the 5-acre lease; it would be south of South Star claim; if not intimately acquainted with ground I would not give such description; the peg as far as appearance is the same, just as old-looking when I first saw it as it is now; I was not on the ground between 28th November and third week in January; I know nothing whatever of the original position of the pegs, except that was the position; I never saw the northern peg—I did not go as far—I only went to the shaft; I know nothing of the original pegging of the ground except what I have now said; I have seen Williamson's southern peg; I read the notice on the board, but cannot say whether it is C. A. Williamson or C. A. Williamson & Co.; I have never seen Williamson's notice in any other position.

E. A. LEONARD.

Patrick Marranan states:—I am a miner; the ground I pegged out on the 28th November with McGovern is the same ground that has been surveyed for White and Co.; the northern peg has been drawn in to the Surveyor's mark, the southern peg is as it stood originally; about 12th December I marked another lease for White & Co. of 5 acres to the west of disputed lease; the peg of second lease was placed at the southern cross boundary; M'Govern wrote the notices, M'Inerney wrote the boards; I wrote the boards for the lease surveyed; when Mr. De Boos came up in the latter end of December, I showed him his 5-acre lease, he then put two men on to work, and kept them at work ever since; men commenced work on 2nd January; I recollect Mr. De Boos complaining that the peg was too near the Bluff; when I showed him the ground, I gave my reason that there would not be ground enough; the plan shown to Mr. Johnson was not where I placed the peg for surveyed lease—it was for White's second lease; M'Inerney was with me when I marked out White's second lease, not when I pegged out measured lease; I am certain the boards on surveyed lease are in my handwriting; first work commenced was trenching, and that is on the surveyed lease; I am certain the shaft was commenced before that gold was struck in Williamson's claim; I never moved any pegs on the surveyed lease after I first fixed the boards, except when the Surveyor moved the northern peg, because too much ground had been pegged off; I told White that it would take in the big reef and lay to the east; this surveyed lease is south of the South Star Claim; there was no other line talked of at that time except the South Star Claim in that neighbourhood.

PATT MARRANAN.

Frank De Boos:—I took away the peg from the southern end of Pat. Marranan's 4 acres,—it had a board on with writing to the effect application of 5-acre lease, White and Co.; I saw the peg on-edge of Bluff in the end of December; I was living in that neighbourhood for about a month previous.

F. G. DE BOOS.

Mr. Manby, as agent for White and party, objects to re-opening case, on following grounds:—

1. That White and Company's lease has been duly surveyed.
2. That no objection to the lease was preferred to the Commissioner in charge, and upheld before the expiration of fourteen days from the day of posting the notices.
3. That the Commissioner in charge has been authorized to issue the lease to White and party.
4. That White and party, in pursuance of Reg. 13 of 17th February, 1870, have entered on and occupied their ground, and worked therein continuously from fourteen days after application to present time.

ED. MANBY.

Tuesday, 19th March, 1872.

Mr.

Mr. C. De Boos to The Commissioner in charge, Western District.

Sydney Morning Herald,
29 March, 1872.

Sir,

The evidence in the case of Williamson *versus* myself having concluded, I must crave your permission to call your attention to the fact that the witness Arthur Robinson, who volunteered evidence against me and in favour of Mr. Williamson's case, was proved before you on the following day, in the dispute between that witness and myself, to have been guilty of deliberate falsehood, by stating at one time that he pegged out at midnight, and at another that he pegged out at 6 o'clock in the morning, and that he looked at his watch to ascertain the time.

With regard to the witness Dennis M'Inerney, this man had been on terms of great intimacy with Pat Marranan, the latter advancing him money—some £14 or £15—to build an oven and to start in business as a baker; Dennis, however, spent in drink a portion of the money advanced for business, Pat got angry, sent him adrift, and refused to advance any more money. Hence the ill feeling which in men of this kind makes them reckless of what they may state so long as they can injure an opponent; all this would have been got out in Pat Marranan's evidence, had I not, as you are aware, been so exceedingly unwell on the day Pat was examined.

I would also call to your memory that two of the men employed in the shaft on the disputed ground declared that it had been commenced on the Monday following the day they were first set to work; the day they were set to work was Tuesday, January 2nd, so that the following Monday would be the 8th January.

Mr. Emmett has promised to write me a letter verifying my statement as to what took place between us with regard to his agent having pegged in on my ground and identifying this ground with that claimed by Williamson; I shall take the liberty of enclosing you this letter by to-morrow's post.

I have, &c.,
CHAS. DE BOOS.

Mr. C. De Boos to The Commissioner in charge, Western District.

S. M. Herald Office,
2 April, 1872.

Sir,

I beg to enclose you note from Mr. E. N. Emmett, referred to in my letter of last week.

Yours, &c.,
CHAS. DE BOOS.

Mr. E. N. Emmett to Mr. C. De Boos.

Greville's Room,
Sydney, 28 March, 1872.

Dear sir,

In answer to your verbal application, I beg to state that a Mr. Hubburd alleged to me that he had marked out a certain portion of land for a lease (say 15 acres) on the gully adjoining the Bluff at the Turon; that on or about the 9th January last you spoke to me, that one of my pegs was on your ground, and that I promised to see the thing rectified. I was afterwards informed that the land had been jumped by a Mr. Williamson.

I remain, &c.,
E. N. EMMETT.

No. 5.

THE UNDER SECRETARY FOR LANDS TO MESSRS. C. DE BOOS AND E. WHITE.

[Urgent.]

Department of Lands,
Sydney, 17 May, 1872.

GENTLEMEN,

With reference to your application of the 29th November last, for a lease of 5 acres of a quartz reef at Wythe's Hill, Lower Turon, objected to by Mr. C. A. Williamson, on the ground that the land surveyed for you is not the same applied for by you,—I am directed by the Minister for Lands to forward to you a copy of the report received from the Commissioner in charge of the Western Gold Fields in the matter.

I have, &c.,
W. W. STEPHEN.

No. 6.

MR. C. DE BOOS TO THE SECRETARY FOR LANDS.

Greville's Rooms,
20 May, 1872.

SIR,

Mr. Commissioner Johnson's report on the caveat of Mr. Williamson to the issue of a lease of 5 acres at Wythe's Hill to myself and party, reminds me more of a laboured address of an advocate for one suitor, than of the calm balancing of a Judge weighing the evidence on each side with a view to justice.

Mr. Commissioner Johnson took evidence verbally on the ground, and afterwards, at the instance of Mr. Williamson, took it in writing at Hill End; and yet after all this trouble and after this unusual course, Mr. Commissioner Johnson throws aside the evidence, and finds his opinion on a plan not in evidence, but one made by a surveyor, at the instance and under the direction of Mr. Williamson, and which I have had no opportunity of seeing or objecting to.

You will perhaps pardon me if I call your attention to the facts which Mr. Commissioner Johnson puts aside.

On the 21st November, I being in Sydney, the ground was pegged out for me; the person I sent up is not a miner, and when he returned to Sydney he gave me the description "next to Marranan's 4-acre lease." As I knew the ground only as the "South Star" line I put in those words in addition. No other reef had then been opened, and the ground was known generally as the "South Star" line. I trust there is no "ingenuity of torturing" in this explanation.

On

See sub-enclosure dated 23 Mar., 1872.

See enclosure to No. 1.

See Gold Commissioner Johnson's report of 9 May, 1872, No. 2.

On the 24th November, the lease was paid for in accordance with the Regulations, and the notice "Applied for lease" was put up; no objection was made and sustained within the fifteen days prescribed by the then Regulations. The ground was surveyed, and no objection made. The Commissioner reported on it to the Government, and Mr. Commissioner Johnson, as he admitted, received orders from the Government to issue the lease. That issue, however, was delayed, and in the meantime Mr. Williamson entered a caveat to the lease. Surely under such circumstances it would be the duty of the Commissioner to see that very strong evidence was adduced by the appellant, before he so much as called upon the respondents to reply, and yet Mr. Commissioner Johnson says he was "in no way guided" by the evidence.

Putting aside the antagonistic evidence of the two men produced by Mr. Williamson, and of the two men who pegged out for me, Mr. Commissioner Johnson can hardly ignore the facts that I saw the ground last Christmas before Mr. Williamson pegged out—and that I declare distinctly—to the southern pegs; that my son saw and declared to the pegs prior to that time; that I complained of Mr. Emmett's centre peg encroaching on my lease, taking about half of it; that Mr. Williamson jumped Emmett's ground on the 6th or 8th January; and that Williamson subsequently, on the 9th, the date at which he claims to have pegged, and shifted his pegs sixty yards lower down the river, thus swallowing up the whole of my lease; and that I spoke to Mr. Emmett in Sydney about his encroachment at a time when I could have had no knowledge of Williamson pegging. Surely these facts were worthy of consideration, especially after the Minister had ordered a lease to issue to me. And I would further point out that had my lease been issued to me in due course my position would have been unassailable; whereas now there is no finality until it may suit Mr. Commissioner Johnson's convenience to obey the orders of his department; for even though this had been decided in my favour, caveats innumerable may have come in from other quarters.

My letter to Mr. Commissioner Johnson has pointed out the little value to be attached to the evidence adduced by Mr. Williamson, and as I do not wish to weary you with too many details, I will conclude by submitting that Mr. Commissioner Johnson's report ought not to be confirmed,—

First.—Because no objection was made and sustained within the fifteen days prescribed by the Regulations.

Second.—Because a lease having been ordered to issue, I have actually a promise of a lease virtually amounting to a lease.

Third.—Because Mr. Commissioner Johnson ought not to have thrown aside the evidence, and given his decision on that which was not evidence.

Fourth.—Because a survey made under the direction of an interested party, behind the back of his opponent, ought not to override the survey actually made by direction of the Government in the usual course by their proper officer, and,—

Fifth.—Because the evidence given, if looked at impartially, points conclusively to the justice of my position.

I have, &c.,

CHAS. DE BOOS.

No. 7.

THE UNDER SECRETARY FOR LANDS TO MR. GOLD-COMMISSIONER JOHNSON.

Department of Lands,
Sydney, 13 June, 1872.

SIR,

In reference to your letter of the 9th ultimo, reporting on the statement of Mr. C. A. Williamson No. 4. as to the measurement of a lease of five acres of a quartz reef, at Wythe's Hill, Lower Turon, applied for by Messrs. C. De Boos and E. White,—I am directed to inform you that the Minister for Lands disapproves of the decision arrived at by you in this case, and has therefore approved of the lease in question being issued to Messrs. De Boos and White, as authorized by the letter from this Department of the 29th No. 3. February last.

I have, &c.,

W. W. STEPHEN.

No. 8.

THE UNDER SECRETARY FOR LANDS TO MR. C. DE BOOS.

Department of Lands,
Sydney, 13 June, 1872.

SIR,

Referring to your letter of the 20th ultimo, respecting the decision of the Commissioner in No. 6. charge of the Western Gold Fields, in a dispute between you and Mr. C. A. Williamson, for a gold-mining lease of 5 acres south of Marranan's lease of 4 acres, Wythe's Hill, Lower Turon,—I am instructed to inform you that the Minister for Lands, having carefully considered all the circumstances of the case, has directed that a lease be granted in your favour, of which the Commissioner in charge of the Western Gold Fields has been apprised.

I have, &c.,

W. W. STEPHEN.

No. 9.

No. 9.

MR. C. W. WEEKES to THE MINISTER FOR LANDS.

279, George-street,
Sydney, 13 June, 1872.

SIR,

Having learned that a lease is about to issue to Messrs. De Boos and White, for an auriferous selection on the Confidence line of reef, Turon River, and which has been in dispute with Mr. C. A. Williamson,—I have the honor to request, on behalf of myself and co-partners with the said C. A. Williamson, that issue of such lease be deferred until further evidence has been heard. I understand that it can be proved by evidence on oath that the selection now claimed by De Boos and White is not the one originally taken up by them according to their application, but that it is a portion of (15) fifteen acres taken up and legally held by C. A. Williamson.

I have, &c.,
C. W. WEEKES.

Shall this request to stay issue of the lease for the present be granted.—W.W.S., 13 June, 1872.

Williamson & Co. placed their case before the Commissioner, by documentary and verbal evidence, and De Boos & Co. were heard in reply; this evidence was laid before me, and upon it I founded my decision. I cannot re-open the case, therefore my decision must be carried out.—J.S.F., 18 June.

No. 10.

MR. C. A. WILLIAMSON to THE MINISTER FOR LANDS.

Sydney, 19 June, 1872.

SIR,

I have the honor to request that you will grant me permission to copy the letters and documents in the case of Williamson, and De Boos and White.

I have, &c.,
CHAS. A. WILLIAMSON.

Mr. Williamson to have copies of documents and plan, by his paying for the cost of same at the usual rate.—J.S.F., 20 June.

No. 11.

THE UNDER SECRETARY FOR LANDS to MR. C. A. WILLIAMSON.

Department of Lands,
Sydney, 20 June, 1872.

SIR,

No. 10. In reference to your letter of the 19th instant, applying for copies of letters and documents on the case of Williamson v. De Boos and White, I am directed by the Minister for Lands to inform you that it is not customary to furnish copies of papers, and the great press of business will not admit of copies being made in the office, but there will be no objection to allow you to have copies of these documents, and plan, being made after office hours by a gentleman temporarily employed in the department, on your paying the cost of same at the usual rate.

I have, &c.,
W. W. STEPHEN.

No. 12.

MESSRS. ROXBURGH, SLADE, & SPAIN, to THE MINISTER FOR LANDS.

Exchange, Sydney,
22 June, 1872.

SIR,

Not having received any communication from you as promised in the matter of your decision on the dispute between Mr. C. A. Williamson and Messrs. De Boos and party, we can only conclude that you do not see fit to reconsider it. We regret this, as from the papers which we have since had the opportunity of perusing, it appears that Mr. De Boos seems to have had, and availed himself of the opportunity of pleading his cause before you,—a privilege which has not been open to our client. We have laid the papers (since our Mr. Slade's interview with you) before Counsel, and are advised that the best and most expeditious way to test the rights of the parties is by an action of trespass, and we have now, with all becoming and respectful submission, and yet in a firm attitude of remonstrance, to request that you will be good enough to direct that no lease shall issue to either party until their rights have been determined by the Supreme Court.

We feel convinced that this fair opportunity of obtaining redress, if we are entitled to it, will not be refused us, and that you will see fit to give the necessary order for the applications on both sides to remain

remain in their present state, until we can obtain a decision of the Court, which we undertake to do with all reasonable dispatch. May we ask the favour of a reply as to whether you will be pleased to concede our request or not?

We have, &c.,

ROXBURGH, SLADE, & SPAIN.

The Minister was under the impression that Mr. Slade or his client was to call again. He cannot, however, order the withholding of a lease the issue of which has been authorized by the Executive Council; neither does he consider that the fact of the lease issuing will affect the case, should the Supreme Court decide in favour of Mr. Williamson.—W.W.S., 28 June, /72.

No. 13.

THE UNDER SECRETARY FOR LANDS to MESSRS. ROXBURGH, SLADE, & SPAIN.

Department of Lands,
Sydney, 5 July, 1872.

GENTLEMEN,

Referring to your letter of the 22nd ultimo, on behalf of Mr. C. A. Williamson, stating that ^{No. 12} you received no intimation of the decision come to in reference to the dispute between Mr. C. A. Williamson and Mr. De Boos and party, for an auriferous lease of 5 acres at Wythe's Hill, Tambaroora, and requesting that the issue of the lease to either party may be stayed until their rights have been determined by the Supreme Court,—I am directed to inform you that the Minister for Lands was under the impression that Mr. Slade or his client was to call again at this office.

2. The Minister for Lands cannot, however, order the withholding of a lease the issue of which has been authorized by the Executive Council; neither does he consider that the fact of the lease issuing will affect the case, should the Supreme Court decide in favour of Mr. Williamson.

I have, &c.,

W. W. STEPHEN.

[One plan.]

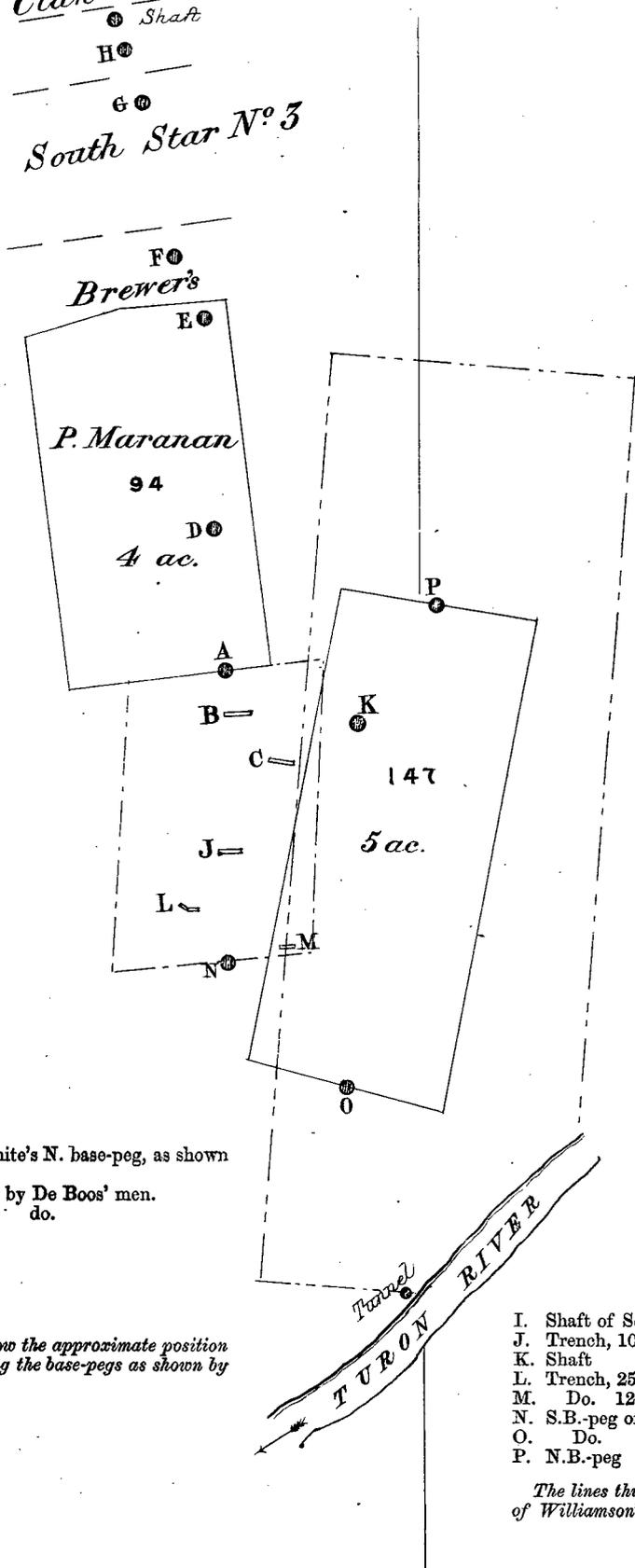
Sydney: Thomas Richards, Government Printer.—1872.

[1s.]

South Star
 Shaft
Clan Campbell
 Shaft
 Shaft
 H
 G
South Star N^o 3

(Enclosure to N^o 4)

A.



- A. Position of De Boos & White's N. base-peg, as shown by Williamson.
- B. Trench, 54 ft. long; done by De Boos' men.
- C. Do. 20 yds. do.
- D. Maranan's shaft.
- E. Do.
- F. Brewer's do.
- G. South Star, No. 3, do.
- H. Clan Campbell do.

The lines thus ----- show the approximate position of Boos & Co.'s lease, adopting the base-pegs as shown by Mr. Williamson.

- I. Shaft of South Star Co.
- J. Trench, 10 yds.; done by De Boos' men.
- K. Shaft do. do.
- L. Trench, 25 ft. do. do.
- M. Do. 12 ft. do. do.
- N. S.B.-peg of De Boos' Co., as stated by Williamson.
- O. Do. do. De Boos & Co.
- P. N.B.-peg do. do.

The lines thus ----- show the approximate position of Williamson's lease as pegged.

PLAN

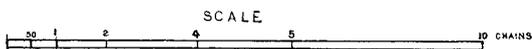
Shewing position of De Boos & Co's ground, workings, &c.,

SOUTH STAR LINE OF REEF,

TURON RIVER.

(Signed) R.R. Machattie,

Lic. Mining Surveyor.



(Sig. 71)

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

DISPUTED LAND NEAR ORANGE.

(ORIGINALLY IN POSSESSION OF MESSRS. CONNOLLY, NOW ADJUDGED TO BELONG TO H. L. NELSON, ESQ., M.P.)

Ordered by the Legislative Assembly to be printed, 19 December, 1872.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 23 July, 1872, That there be laid upon the Table of this House,—

“ Copies of all the papers in reference to a piece of land near Orange, originally in the possession of Messrs. Connolly and party, but now, by a decision of the Commissioner, taken from them, and adjudged to belong to Mr. Nelson, the Member for Orange.”

(*Mr. Buchanan.*)

SCHEDULE.

NO.	PAGE.
1. Mr. District Gold Commissioner Johnson to Under Secretary for Lands, reporting on conflicting applications of Mr. H. L. Nelson and J. B. Connolly, for a lease of 10 acres of an auriferous tract at Back Creek, near Ophir; with application of Mr. Nelson, objections, letters, and evidence enclosed; with minutes thereon. 12 June, 1872	2
2. Minute of Executive Council, approving of lease of 10 acres at Back Creek, near Ophir, being issued in favour of Mr. H. L. Nelson; with minutes thereon. 16 July, 1872	5
3. Messrs. Ellis & Makinson to the Minister for Lands, protesting, on behalf of Messrs. J. B. Connolly and party, against the decision given in the matter of the disputed right to the land above referred to, and requesting that the granting of a lease for the same may be deferred until the matter has been settled by the Supreme Court; with minutes thereon. 24 July, 1872	5
4. Same to same, relative to the same subject, and enclosing copy of opinion, given by Mr. Darley, barrister-at-law, in the matter; with minute thereon. 15 August, 1872	6
5. Under Secretary for Lands to Mr. District Gold Commissioner Johnson, in reply to No. 1. 16 August, 1872	6
6. Same to Messrs. Ellis & Makinson, in reply to No. 3. 26 September, 1872	7
7. Petition of John B. Connolly, by Messrs. Ellis & Makinson, to His Excellency the Governor, praying that a lease may not be issued until the case has been tried in the Supreme Court; with minutes thereon. 4 October, 1872	7
8. Principal Under Secretary to Messrs. Ellis & Makinson, acknowledging receipt of petition. 11 October, 1872	8
9. Under Secretary for Lands to Messrs. Ellis & Makinson, in reply to No. 4. 14 October, 1872	8
10. Messrs. Ellis & Makinson to Minister for Lands, respecting the petition of Mr. J. B. Connolly, and asking for a decision of His Excellency and the Executive Council in the matter; with minutes thereon. 6 November, 1872	8

DISPUTED LAND NEAR ORANGE.

No. 1.

THE COMMISSIONER-IN-CHARGE, WESTERN GOLD DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Western Gold Fields Office,
Bathurst, 12 June, 1872.

SIR,

I do myself the honor to report on the enclosed papers with reference to the conflicting applications of Messrs. H. L. Nelson, M.P., and Mr. J. B. Connolly, for a lease of an auriferous tract of 10 (ten) acres at Back Creek, near Ophir.

2. The case was investigated by the resident Commissioner, Mr. J. T. Lane, at Orange, who gives his opinion that the probabilities are in favour of Mr. Connolly as the prior legal applicant for the ground. From this decision Mr. Nelson appeals; and on a perusal of the evidence I must admit that I cannot agree with Mr. Commissioner Lane's view of the case, as there does not appear to me to have been any such irregularity in Mr. Nelson's mode of application as to deprive him of his undoubted priority of selection by having been the first to mark out the ground in dispute, and to lodge the required deposit, within the prescribed time, with the local Commissioner, whereas Mr. Connolly made his application to a Commissioner of another district. The evidence as to size of posts, &c., is contradictory, and where such is the case I consider that the prior applicant is entitled to the benefit of the doubt. I am therefore of opinion that, under the circumstances, Mr. Nelson's application should be received and Mr. Connolly's cancelled.

I have, &c.,

WHITTINGDALE JOHNSON,
Commissioner-in-Charge.

Submitted.—O.R., 14.

The decision of the Commissioner-in-Charge, Mr. Johnson, is approved.—J.S.F., 24 June, 1872.

[Enclosure A to No. 1.]

Form of application for an auriferous tract.

1872.—£12.

Received, 12
April, 1872.—
JOHN T. LANE,
Commissioner.

Sir,

I beg to make application to lease, for a period of 15 years, under the Gold Fields Regulations, the auriferous tract below described.

I have this day posted notices, as required by the Regulations, of intended application, on the ground applied for, and at the Commissioner's Office.

The number of my party is one.
The shareholder is myself.

HARRIS LEVI NELSON.

THE constitution of the Company is as follows :—

I propose to work the ground, if leased, in the following manner :—Sinking and driving.
Description of locality and extent of claim applied for :—10 acres, situated at Back Creek, near Ophir.
The preparatory operations necessary for me to perform to enable me to work the claim are sinking and driving.
I annex a statement of the conditions under which I am prepared to take up the lease.

H. L. NELSON,
33, Lower Fort-street, Sydney.

Conditions annexed.

THE machinery I engage to employ is as below described, viz. :—

Steam—Horse-power of engine—

Other machinery—

I engage to keep employed on the claim five men, inclusive of our own party, and to have that number employed at the expiration of 14 days from the date on which the lease is issued to me, or within such time as may be specified in the conditions indorsed on the lease; and I further engage to have in operation the machinery above specified from and after the same date.

H. L. NELSON,
33, Lower Fort-street, Sydney.

The Commissioner for Gold Fields West,
at Bathurst.

[Enclosure B to No. 1.]

H. L. Nelson, Esq., M.P., to The Commissioner-in-Charge, Western Gold District.

Sydney, 33, Lower Fort-street,
24 April, 1872.

Sir,

On or about the 5th instant I took up 10 acres of land, for gold-mining purposes, at Chambers Creek. I forwarded my application for the same, together with my cheque for £12 for rent and survey fee, by Mr. Charles Hughes, of Bathurst.

Will you kindly inform me if you have received such application? and, if so, please send me a receipt for same and oblige

Yours, &c.,

H. L. NELSON.

Mr. Farr,—Has this been received, and where has receipt been sent?—W.J., 25 April, /72.

[Enclosure

3

[Enclosure C to No. 1.]

H. L. Nelson, Esq., M.P., to Edwd. Farr, Esq.

33, Lower Fort-street,
Sydney, 29 April, 1872.

Dear Sir,

Last week I wrote to the Commissioner, asking him to forward me the enclosed receipt, which is to hand this See B. morning from Mr. Chas. Hughes. I now return it for correction, and will feel obliged if you will insert the name of Harris Levy Nelson, which is my name, instead of Harris Levy & Co., which must be an error.

If you refer to the application made by me you will there find the name correct.

I am, &c.,
H. L. NELSON,
Per M. DE LISSA.

[Enclosure D to No. 1.]

The Commissioner-in-Charge, Western Gold District, to Mr. Gold Commissioner Lane, Orange.

Western Gold Fields Office,
Bathurst, 14 May, 1872.

Sir,

I have the honor to enclose the papers with reference to the objections lodged against an application for a lease by Mr. H. L. Nelson, by Mr. J. B. Connolly, who has made an application for the same ground, and to request that you will hold the necessary inquiry into the matter on the 27th instant, of which both parties to the dispute have been notified. To be returned with report.

I have, &c.,
W. JOHNSON, G.C.C.

[Sub-Enclosure 1 to Enclosure D to No. 1.]

Mr. J. B. Connolly to The Commissioner-in-Charge, Western Gold District.

Sir,

I hereby object to a lease of 10 acres at Back Creek being granted to H. L. Nelson, for the following reasons, viz. :—

1st.—That he or his representative has not pegged the ground at all.

2nd.—That the ground was open for any miner to occupy it on the 15th, his notice of intention being dated on the 8th.

3rd.—That I met Mr. Nelson on the ground on the 19th, and that he made no alteration in pegs or notices; he positively told me, in the presence of five others, he paid his money on the 9th April.

I therefore claim a legal and prior right to the ground, and have complied with all the requirements of the Act, &c. Of course, subject to your decision.

Yours, &c.,
JOHN B. CONNOLLY.

[Sub-Enclosure 2 to Enclosure D to No. 1.]

Telegram from Mr. J. B. Connolly to The Commissioner-in-Charge, Western Gold District.

Bathurst, 28 April, 1872.

I HEREBY object to a lease 10 acres, Back Creek, near Orange, being granted to H. L. Nelson. I claim a legal and prior right to the ground.

[Sub-Enclosure 3 to Enclosure D to No. 1.]

H. L. Nelson, Esq., M.P., to The Commissioner-in-Charge, Western Gold District.

33, Lower Fort-street, Sydney,
30 April, 1872.

Sir,

I am in receipt of yours of the 29th instant, stating that a counter application has been made by Mr. Connolly for the lease of 10 acres, applied for by me on the 12th instant, on the ground that my application was informal, the conditions of marking and notice not being complied with, and that my application is held in suspense, &c.

In reply I beg to inform you that on the 8th or 9th instant the ground referred to was taken up for me by Mr. M'Connell, of Ophir, duly marked out, posts erected, and notices fixed thereon, and that there was not then any other ground marked off in this vicinity. On the 12th instant I lodged my application, with cheque for rent and survey-fee, with the Commissioner at Orange, and notice was duly posted at the Court House there. On the 20th instant I visited the ground, and shortly afterwards Mr. Connolly and others arrived there, and I was surprised to find that in the interim the same ground had been marked off by him. I told him that he was trespassing on my property, and his reply was that he had also applied for it.

I therefore claim to be entitled to this lease by priority of selection and application, and having duly complied with the Regulations.

I am, &c.,
H. L. NELSON,
p. M. DE L.

Mr. Farr,—Attach, with other papers, to Nelson's application.—W.J., 6 May, 1872.

[Enclosure E to No. 1.]

Mr. Local-Commissioner Lane to The Commissioner-in-Charge, Western Gold District.

Orange, 1 June, 1872.

Sir,

I have the honor to forward herewith the evidence taken before me in the matter of the dispute between Nelson and Connolly. You will perceive that the evidence is very conflicting, but I believe the probabilities are in favour of Connolly.

I have, &c.,
JOHN T. LANE,
Local Commissioner.

[Sub-Enclosure

[Sub-Enclosure to Enclosure E to No. 1.]

MINUTES of investigation touching objections to granting a lease at Back Creek, applied for by H. L. Nelson on the 12th April, 1872, before J. T. Lane, Esq., P.M., at Orange, Monday, 27th May, 1872 :—

John B. Connolly saith: On the 16th April last I proceeded, in company with James Garvey, one of my partners, to Back Creek, being the ground in dispute, situated between Ophir and Ironbarks; I observed a piece of paper attached to a stick about the size of a broom-handle; the stick was stuck in a stump about 5 or 6 feet from the ground; I do not think the stick was more than an inch in diameter if squared; I do not think it was 2 inches in diameter; I read the paper; it was a notice of intention on the part of Mr. Nelson to apply for a lease of 10 acres at Back Creek; I took it for a mock notice (like many), and Mr. Nelson remarked he thought that it was his; I laid claim to it; Mr. Nelson then said his rent was paid on the 9th of April; after some conversation he remarked, that if he got the ground I could go halves with him, or if I was the best entitled to it he should expect halves from me; I told him I should have to think about the matter; this conversation took place in the presence of Garvey, Johnson, and one of the M'Connell's.

Cross-examined: I arrived on the ground on Monday, 15th April; I read the notice on the 16th; I could read it distinctly, and saw your name signed to it; I read the notice without unfastening from the stick; the stick was about an inch in diameter; the paper was tied round the stick; when I came on the others that are put up with no intention of paying for the lease; in consequence I did not take much notice of it; there may be other pegs down but I did not notice any; there was no cut trench, the ground was untouched; I then pegged out the ground and put my notices on; I went to Hill End and made application to Mr. Lees in due form; I paid £14 13s., and received three certificates, one of which I posted on the Court House and one on each of my lease-line pegs; I put them up two days after receiving the certificates from the Commissioner; I have been in the possession of the ground since the 16th April; I met Mr. Nelson on the ground on the 19th April; Garvey was present, and also William Johnson, of Shepherd's Creek; we spoke about the ground on the 19th; I found you there; you called me; you may have told me I was trespassing on your ground; I called upon you in Sydney after lodging the objection; I went to see what you had to say about the ground; I did not ask you if you would still give me an interest; you made the remark that you had given me a good offer; I have had mining disputes before.

To the Commissioner: Neither on the 16th nor on the 19th did I see any triplicates, Commissioner's notices, posted on the ground; they could not have been there without my seeing them.

JOHN B. CONNOLLY.

Taken before me, at Orange, this 27th day of May, 1872,—

JOHN T. LANE, Commissioner.

Postponed until Friday, 31st May, 1872.

James Garvey saith: I remember the 16th April last going to Back Creek, in conjunction with John Connolly, and taking up 12 acres of ground; after we had marked the ground I observed a peg in a stump; it was about an inch and a half in diameter; the stump was about 4 feet high; there was a small piece of paper tied lengthways on the peg, and signed, "H. L. Nelson and party"; I read the paper, which contained a notice of intention to apply for 10 acres at Back Creek, and dated the 8th April; Connolly and I erected two posts, in accordance with the Regulations, and affixed to each post a notice of intention to apply for 12 acres; on the 17th April Connolly and I made the application for the lease, and lodged it with Commissioner Lees, Tambaroora, and paid the sum of £14 10s.; on the same day we received the triplicate certificates; one we posted at Tambaroora, and on the 18th we affixed the other two on the pegs; on the 18th and the two following days we observed that there were no Commissioner's certificates of Mr. Nelson having applied for the ground; on the 19th April I was present on the ground, when a conversation took place between Mr. Nelson and Mr. Connolly; Mr. Nelson said if he (Nelson) had a better right to the ground he would go halves with him (Connolly), and he supposed that Connolly would do the same; Mr. Connolly replied that he would think about it; I am quite sure there was only the one peg on the ground, or within the area marked by us.

Cross-examined by Mr. Nelson: I first arrived on the ground on the evening of the 15th; before we proceeded to mark out the ground we searched for notices, and could only find the one I have described; I am a partner with Connolly; you were on the ground when I arrived on the 19th; I heard no angry words between you and Connolly; I heard you tell Mr. Connolly that he was trespassing on your ground.

JAMES GARVEY.

Taken before me, at Orange, this 31st day of May, 1872,—

JOHN T. LANE, Commissioner.

Mr. H. L. Nelson: On the 8th April last I instructed Edward M'Connell to proceed to Back Creek and mark off 10 acres of ground for me under the new Gold Fields Regulations; I handed the notices written on half sheets of note-paper; on the 12th I made application to the Commissioner, Orange, for a lease of 10 acres at Back Creek, and paid the sum of £12; I received two of the Commissioner's certificates, and the other was posted at the Registrar's Office, Orange; the two I received I forwarded to M'Connell, of Ophir, requesting him to post them on the ground; on the 19th I went to Back Creek in company with Samuel and Edward M'Connell; Edward M'Connell pointed out the ground he had marked out for me; I then observed two Commissioner's notices on the ground, signed by Mr. Commissioner Lees, and dated the 17th April; shortly after I arrived, on the 19th, Connolly, Johnson, and Garvey came on to the ground; Mr. Connolly told me that he had pegged out that ground; I replied that I had made application for it on the 12th at Orange, and that he was trespassing; I told Connolly that rather than have any law about it I would give him an interest in it; I received a receipt from Mr. Johnson for the money, and also the triplicate certificates, having been forwarded to my address in Sydney.

Cross-examined by Mr. Maddock, Counsel for Connolly: I had a miner's right on the 8th April (miner's right produced); on the 19th April I received the two Commissioner's certificates, and at once forwarded them to M'Connell; the other certificate was posted at the Court-house on the 12th; my reason for offering Connolly an interest in the ground was simply to save any dispute, but when he threatened me with law I told him he should not have one inch of it; this proposition to give Connolly an interest was after I accused him of being a trespasser.

H. L. NELSON.

Taken before me, at Orange, this 30th day of May, 1872,—

JOHN T. LANE, Commissioner.

Edward M'Connell: I am a miner, residing at Ophir; on the 8th April last I received instructions to take up some ground for you, and on the 9th I proceeded to Back Creek and pegged off 10 acres; my brother and I put in two pegs; I believe they were 3 inches through; I am not quite sure; they might be more.

Cross-examined by Mr. Maddock: The ground I marked out for Mr. Nelson is the same marked out by Connolly; the peg I put in was stuck in a stump about a foot or more from the ground; I only saw one of Connolly's pegs, which was inside of the one I put in the stump; I did not measure the size of the pegs, and could not swear they were 3 inches; I do not remember when I received the notices from Mr. Nelson; I handed them to my brother the following day.

By Mr. Nelson: At the time I pegged off the ground there were no notices on it; I stuck the peg in the hollow of the stump.

EDWARD M'CONNELL.

Taken before me, at Orange, the 30th day of May, 1872,—

JOHN T. LANE, Commissioner.

William

William M'Connell : I reside at Ophir, and hold a miner's right ; about the 22nd of April I stuck two Commissioner's notices on two pegs at Back Creek ; the pegs upon which I put the notices had notices upon them of your intention to apply for the ground ; the pegs upon which your notices were, I think, might be about 3 or 4 inches in diameter ; the certificates were nailed on a board, and the boards nailed to the pegs by a 3-inch nail.

Cross-examined by Mr. Maddock : I do not know the distance between the two pegs, nor do I know the height of the stump.

WILLIAM M'CONNELL.

Taken before me, at Orange, the 30th day of May, 1872,—

JOHN T. LANE, Commissioner.

[Enclosure F to No. 1.]

H. L. Nelson, Esq., M.P., to The Commissioner-in-Charge, Western Gold District.

33, Lower Fort-street,
Sydney, 4 June, 1872.

Sir,

Referring to the objection lodged by Mr. Connolly against my application for lease at Back Creek, I have ascertained, since the hearing of the case before Mr. Commissioner Lane, at Orange, that the objection was not lodged until the 28th April, while my application was made on the 12th of that month ; and as the Regulations require that any such objection must be made within fourteen days, I would submit that he has no right in Court, and that the objection cannot therefore be sustained. I will feel obliged if you will give this matter your earliest attention, and note the objection I now make in connection with the other papers in the case.

I am, &c.,
H. L. NELSON.

No. 2.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Department of Lands,
Sydney, 16 July, 1872.

THE enclosed application (particularized in the annexed schedule) for a lease of auriferous tract in the Western Gold Fields, being in accordance with the Gold Fields Regulations, is recommended for the approval of His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

The Executive Council advise that a lease of the auriferous tract in the Western District, set forth in the annexed schedule, be granted as herein recommended.

ALEX. C. BUDGE,
Clerk of the Council.
Confirmed, 29 July, 1872.

B.C., 17 July, 1872.—W.W.S.
Approved.—H.R., 31/7/72.

Min. 72-47, 22 July, 1872.

ANNEXED TO No. 2.—SCHEDULE ALLUDED TO.

No.	Name.	Locality.	Area.	Period.
...	Harris Levy Nelson	Back Creek, near Ophir	acres. 10	years. 15

No. 3.

MESSESS. ELLIS & MAKINSON TO THE SECRETARY FOR LANDS.

89, Elizabeth-street,
Sydney, 24 July, 1872.

SIR,

We have the honor, on behalf of Mr. J. B. Connolly and party, respectfully to protest against a decision which we understand you are about to make against them in the matter of a dispute between them and Mr. H. L. Nelson as to a 12-acre gold lease at Back Creek, near Ophir. Our clients object, that whereas it is not disputed that they fulfilled the necessary conditions and paid their rent, *and are in possession*, it appears (and is not in fact disputed) that Mr. Nelson did not comply with the Regulations in the following particulars :—(1.) His notices did not contain the date of posting. (2.) He did not post his Commissioner's certificates as soon as practicable, nor till after Connolly and party had posted theirs. (3.) That his application was not lodged with the nearest Commissioner, viz., at Hill End. (See interpretation clause.) The weight of evidence is that Nelson's posts were not of the proper size.

We respectfully submit that a lease to Mr. Nelson would be *void* under section 7 of the Act, not being in accordance with the Regulations, and that a lease should not be granted until the matter has been, as it must be, settled by the Supreme Court,—the more especially as our clients are in possession, and have complied with the Act and Regulations, and have paid their rent.

We shall be much obliged if you will allow us a personal conference on the matter.

We have, &c.,
ELLIS & MAKINSON.

This

This case has been decided upon its merits by the Commissioner, and there are no circumstances in it that justify me in reopening it; and any defect (if there was any) prior to that decision was, I think, cured by it. As to the granting of a lease in accordance with the Regulations, that affects the case in its present stage. Granting of a lease in accordance with the Regulations, in my opinion, means as to terms, rent, labour conditions, &c., &c., and as to the efficient working of the ground. I therefore cannot see any reason why the lease should not be granted to Nelson.—JAMES S. FARNELL, 10 August, 1872.

No. 4.

MESSRS. ELLIS & MAKINSON TO THE SECRETARY FOR LANDS.

89, Elizabeth-street,
Sydney, 15 August, 1872.

SIR,

No. 3.

With reference to our letter of 24th July last, respecting a lease at Back Creek, near Ophir, held by our client, Mr. J. B. Connolly, and claimed by Mr. Nelson, we have the honor to inform you that we have submitted the papers to a leading counsel (Mr. Darley). We enclose copy of his opinion, omitting those parts which, referring more to our remedies than to the rights of the parties, it is useless to trouble you with.

We beg again earnestly to renew our application that the lease may be withheld until the Supreme Court has decided who is entitled to it; and we hope that on reading Mr. Darley's opinion you will be convinced that this is the proper course.

We have, &c.,
ELLIS & MAKINSON.

Submitted, with previous paper containing the Minister's decision.—O.R., 19 Aug.

Having approved of the Commissioner's in this case, my authority is concluded, and consequently I have no power to withhold the lease. I think Mr. Connolly should apply or appeal to the Executive Council.—J.S.F., 3/9/72.

[Enclosure to No. 4.]

COPY OF OPINION.

THIS is one of those numerous cases now arising, which illustrate the want of legislation existing to regulate an important industry; a dispute of this sort ought not to be possible. In the first place, I am distinctly of opinion that the Minister for Lands, simply as such Minister, has no power or authority to decide anything in the matter. It is true that being the Minister charged with the administration of the gold fields, his voice in the Executive Council must have and indeed should have much weight; but this is a matter altogether for the Executive, including the Governor—(see the 7th section);—the lease therefore should be granted by the Executive to him who first fairly complied with the Regulations, and if the Minister cannot satisfy himself as to this so as to inform the Executive he should advise the Executive to stay their proceedings and let the matter be determined by a jury. I think it is to be regretted that there is not in the Gold Fields Act a similar provision to that contained in the 6th section of the Lands Occupation Act, which enables the Minister to refer disputes of this description to arbitration; this would in the majority of cases settle the matter easily. If Nelson should go upon the land, Connolly may bring an action of trespass against him, or, as matters stand at present, Nelson may bring an action of trespass against Connolly. I think that in this action the inchoate right of the parties may be determined, and I think that the evidence clearly establishes that Connolly is the person who has strictly complied with the Regulations while Nelson has not. I do not base my opinion upon the size of pegs and matters of that description, but upon the fact that no certificates were posted upon the ground on the 16th, when Connolly arrived, although they had been granted on the 12th of April, and also upon my impression gained from reading the evidence that were it not that Connolly went to the land Nelson might not even now have taken it up.

14th August, 1872.

FREDK. M. DARLEY,
151, King-street.

No. 5.

THE UNDER SECRETARY FOR LANDS TO THE COMMISSIONER-IN-CHARGE, WESTERN GOLD DISTRICT.

Department of Lands,
Sydney, 16 August, 1872.

SIR,

No. 1.

In reference to your letter of the 12th June last, reporting upon the conflicting applications of Messrs. H. L. Nelson and J. B. Connolly, for a lease of an auriferous tract of 10 acres at Back Creek, near Ophir, I am directed to inform you that the Minister for Lands has approved of the decision arrived at by you in this case, viz., in favor of Mr. Nelson.

2. I am at the same time to state that a return of all the correspondence, &c., in this case having been called for by the Legislative Assembly, on the motion of Mr. Buchanan, M.L.A., the papers transmitted in your letter now under reference will be retained in this office, copies of them being required to be made for the return in question, and I am to request you to forward any other papers you may have in your possession relating to this matter for that purpose.

I am, &c.,
W. W. STEPHEN.

No. 6.

No. 6.

THE UNDER SECRETARY FOR LANDS TO MESSRS. ELLIS & MAKINSON.

Department of Lands,
Sydney, 26 September, 1872.

GENTLEMEN,

Referring to your letter of the 24th July last, protesting, on behalf of Messrs. J. B. Connolly^{No. 3.} and party, against the decision arrived at by the Government in the matter of a lease of auriferous tract at Back Creek, near Ophir, claimed by them and Mr. H. L. Nelson, I am directed to inform you that this case has been decided upon its merits by the Commissioner, and there are no circumstances in it, in the opinion of the Minister for Lands, that would justify him in re-opening it; any defect (if there was any) prior to that decision was, he thinks, cured by it.

2. In regard to the granting of a lease in accordance with the Regulations affecting the case in its present stage, the Minister for Lands is of opinion that the granting of a lease in accordance with the Regulations means as to terms, rent, labour conditions, &c., and as to the efficient working of the ground.

3. Mr. Secretary Farnell sees no reason why the lease in question should not issue in favor of Mr. Nelson.

I have, &c.,
W. W. STEPHEN.

No. 7.

PETITION OF JOHN B. CONNOLLY TO HIS EXCELLENCY THE GOVERNOR.

To His Excellency Sir HERCULES GEORGE ROBERT ROBINSON, Knight, Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

The humble Petition of John B. Connolly, of Hill End, gold-miner,—

RESPECTFULLY SHOWETH :—

1st. That in the month of April last your Petitioner, under section No. 7 of the Gold Fields Amendment Act of 1866, and the Regulations of the twenty-first day of March, one thousand eight hundred and seventy-two, number one hundred and twenty-eight, applied for a lease of, and took up, twelve acres of land at Back Creek, near Ophir, paid the rent therefore, and has ever since been in possession.

2nd. That subsequently, Mr. Harris Levi Nelson claimed to have applied for a lease of ten acres, part of the said twelve acres, previously to your Petitioner, and that thereupon, in accordance with number one hundred and twenty-nine of the said Regulations, an inquiry was held before Mr. Commissioner Lane.

3rd. That it appeared in evidence upon the said inquiry, and was not in fact seriously disputed by Mr. Nelson :—

I. That your Petitioner had fulfilled the requirements of the Act and Regulations, had paid his rent, and was in possession.

II. That Mr. Nelson had failed to comply with such requirements in that—(1.) His notices did not contain the date of posting. (2.) That he did not post his Commissioner's certificates as soon as practicable, nor till after your Petitioner had posted his. (3.) That Mr. Nelson's application was not made to the nearest Commissioner, that is, to Mr. Commissioner Lees, at Hill End.

4th. That Mr. Commissioner Lane reported to his immediate superior, Mr. Commissioner Johnson, of Bathurst, in favour of your Petitioner, but that Mr. Johnson on reading the papers thought fit to report to the Honorable the Minister for Lands in favour of Mr. Nelson.

5th. That the Honorable the Minister for Lands on reading the evidence (which has not been taken fully or on oath) could not see grounds for disturbing the decision of Mr. Commissioner Johnson without further inquiry, and being of opinion that he, the said Minister, has not of himself further authority in the matter, has informed your Petitioner that his proper course is to petition your Excellency and the Executive Council.

6th. Your Petitioner begs respectfully to refer your Excellency to the papers on record in this matter, more particularly the letters of your Petitioner's solicitors to the Honorable the Minister for Lands, bearing date the twenty-fourth day of July and the fifteenth day of August last, and the copy of opinion of Mr. Frederick Mathew Darley, barrister-at-law, enclosed in the last-mentioned letter.

7th. That your Petitioner, in accordance with such opinion, is about to take proceedings in the Supreme Court against the said Harris Levi Nelson, to determine the said dispute and obtain an authoritative decision of the legal questions now for the first time raised under the said Act and Regulations; and that it is possible that if a lease is at once issued to the said Harris Levi Nelson, the jurisdiction of the said Supreme Court may be ousted, and your Petitioner turned out of possession without having an opportunity of trying his right.

Your Petitioner therefore humbly prays,—

That your Excellency, with the advice of the Executive Council, will, in exercise of the discretion vested in your Excellency by the seventh section of the said Act, either grant a lease of the said twelve acres to your Petitioner, or refrain from granting a lease to the said Harris Levi Nelson until the proceedings now about to be taken in the Supreme Court have been terminated.

And your Petitioner will ever pray, &c., &c.

Dated this fourth day of October, in the year of our Lord one thousand eight hundred and seventy-two.

ELLIS & MAKINSON,
Solicitors for the Petitioner,
89, Elizabeth-street, Sydney.

Colonial Secretary.—H.R., 5 Oct., 1872.
 The Under Secretary for Lands, B.C., 8 Oct., 1872.
 For consideration of Cabinet.—J.S.F., 31 Oct.

The decision of the Cabinet does not appear to have been given in this case. Is there not a more recent paper in this matter?—O.R., 16 Nov.

No. 8.

THE PRINCIPAL UNDER SECRETARY to MESSRS. ELLIS & MAKINSON.

Colonial Secretary's Office,
 Sydney, 11 October, 1872.

GENTLEMEN,

No. 7. I am directed by the Colonial Secretary to acknowledge the receipt of a petition, addressed to His Excellency the Governor, from Mr. J. B. Connolly, forwarded by you on the 5th instant, respecting a lease of 12 acres of land at Back Creek, near Ophir, and to inform you that your communication has been brought under the notice of the Secretary for Lands.

I have, &c.,
 HENRY HALLORAN.

No. 9.

THE UNDER SECRETARY FOR LANDS to MESSRS. ELLIS & MAKINSON.

Department of Lands,
 Sydney, 14 October, 1872.

GENTLEMEN,

No. 4. In reference to your letter of the 15th August last, enclosing a copy of an opinion given by Mr. Darley, barrister-at-law, in the matter of the disputed claim of Messrs. J. B. Connolly and party and Mr. H. L. Nelson, to a lease of an auriferous tract at Back Creek, near Ophir,—I am directed to inform you, that the Minister for Lands having approved of the decision arrived at by the Commissioner in charge of the Western Gold District in this case, his authority is concluded, and he cannot therefore withhold the issue of the lease as requested.

2. If Mr. Connolly wishes to pursue the matter further he should now, in the Minister's opinion, apply or appeal to the Executive Council.

I have, &c.,
 W. W. STEPHEN.

No. 10.

MESSRS. ELLIS & MAKINSON to THE SECRETARY FOR LANDS.

89, Elizabeth-street,
 Sydney, 6 November, 1872.

SIR,

No. 7. Referring to the Petition of J. B. Connolly to His Excellency the Governor, forwarded on the 4th October last, and the letter from the Colonial Secretary's Office of 11th October last, stating that the same had been referred to you, we have the honor to beg for a speedy decision of His Excellency and the Executive Council in the matter, which is of considerable importance to our client.

No. 8. The prayer of the petition is merely that a lease may not be issued until the case can be tried in the Supreme Court. We confidently hope that you will recommend the prayer, for you may remember that the decision of Mr. Commissioner Lane was in favour of our client, though Mr. Commissioner Johnson's (made on reading the evidence only) was against him, and that you declined to disturb Mr. Commissioner Johnson's decision on the ground that the evidence was so imperfectly taken as not to enable you to form an opinion one way or the other. The case is therefore evidently one for further inquiry.

We are, &c.,
 ELLIS & MAKINSON.

This case has, by direction of the Minister, been referred to the Cabinet.—O.R., 11 Nov.
 Yes; and will be considered as soon as possible.—J.S.F., 14 Nov., /72.
 Resubmitted (for the consideration of the Cabinet).—O.R., 18 Nov.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS.

(REPORT OF COMMISSIONER, ON SOUTHERN, FOR 1872.)

Ordered by the Legislative Assembly to be printed, 11 February, 1873.

THE COMMISSIONER, SOUTHERN GOLD DISTRICT, to THE UNDER SECRETARY FOR LANDS.

Southern Gold Fields Office,
Young, 13 January, 1873.

SIR,

I have the honor to submit, for the information of the Honorable the Secretary for Lands, a Report on the Southern Gold Fields, for the year 1872.

The marked prosperity that has attended the gold-mining industry in this Colony during the past year has been fully participated in by the district under my charge; and it is gratifying to me to state that the general improvement that has taken place in the prospects of the Southern Gold Fields has not been characterized to the same degree by the artificial stimulus that has obtained in other parts of the Colony, which, like all undue popular excitement, is invariably followed by corresponding reaction and depression.

The almost universal interest that has been shown by all classes of the community in mining matters has led to the promotion of a very large number of Companies, formed in a number of instances for the purchase of claims and tracts of known value, and in many other cases for the purpose of developing the resources of ground hitherto untried. The former class of Companies, I have every reason to believe, proved to be of incalculable benefit to the mining interest, and has afforded safe and remunerative investment for shareholders; but I am afraid that speculations of the latter class have led to some serious abuses; for although it is necessary to allow a certain width of discretion to those who are charged with the formation of Companies, in the terms and means they adopt in order to bring their undertakings to a successful issue, still I am sure it will not be denied that in a number of instances of recent occurrence the public have been grossly deluded by the glowing prospectuses that have been issued by promoters, whose highly coloured and tempting descriptions of their properties have—to use a mild term—been formed on very insufficient data. I know of nothing that is so calculated to bring the mining industry into disrepute, or to cause mining ventures to be regarded with suspicion, as the abuses I have alluded to above; and it is to be regretted that, at a time when the public are prepared to give every countenance and substantial assistance to the development of that industry, their confidence should be shaken, and they should suffer loss, through the misrepresentations and the greed of designing promoters.

The apparently inexhaustible Araluen Gold Field has, during the past year, yielded the large return of 23,044 ozs., which gives it the first place, in a gold-producing point of view, in the Southern District. This yield is 5,502 ozs. in excess of that of the previous year, and the increase is attributable to the fact that the floods which frequently cause such loss and devastation, and present such impediments to mining operations, have not been of late so severe or prevalent as in former years. The resources of the Gold Field may well be said to be unfailing, and, with fair and ordinary seasons, it must continue to be one of the most productive Fields in the Colony. A new feature in mining industry at Araluen has sprung into existence, through the discovery of some quartz reefs; and 670 tons of stone from these workings have yielded 600 ozs. of gold. With mature development, this branch of mining promises to assume great importance in that district.

The Gold Fields in the vicinity of Braidwood have not undergone much change during the past year. The sluicing claims in the creek, and in the adjacent slopes at Major's Creek, continue to yield very fair returns, but show a falling off when compared with previous years. The quartz reefs do not appear to be of a very productive character, but I am informed that, with proper industry and perseverance, they are very likely to improve.

Mining matters at Gulph Creek show marked signs of improvement, and the workings of that neighbourhood are extending in every direction; so much so that I have found it necessary to recommend the proclamation of additional reserves for gold-mining purposes. Some very promising gold-bearing quartz reefs have quite recently been discovered; and the auriferous indications observable in the slopes of Mount Dromedary, and the watersheds of the Tuross River and its tributaries, present large and permanent fields for mining industry.

Along the eastern coast, on the Mogo Gold Field and towards Nelligen, some active prospecting is being carried on, and already some reefs of a promising character have been found; and it is only the absence of the machinery necessary for testing their real value that now retards their more mature development.

At Spring Creek, Nerrimunga, the mining population shows some increase of late, and much vigour is displayed in the operations that are being carried on there.

Considerable interest in mining has shown itself on the part of the inhabitants of Gundaroo Creek, where some reefs have been discovered, and some excitement has consequently ensued; little, however, is yet known of the importance of this discovery. I have reasons for believing that at no very distant period the country in that neighbourhood, and thence towards Brook's Creek near Bungendore, will be found to be gold-producing. The abandoned claims at Mac's Reef have once more attracted attention, and have been taken up for the purpose of giving them a further trial. It has always been a matter of astonishment to me that these reefs have been so long neglected, for they possess large quantities of stone, which is so far payable as to remunerate in a very handsome manner any Company that worked them on a proper system. I believe that the stone would yield an average of half an ounce to the ton, and the position of the reefs afford unusual facilities for the convenient erection of machinery. When it is known that the Port Phillip Company on the Clunes reefs in Victoria are now working on levels at a depth of 700 feet, for a return of 4 dwts. to the ton, and are paying dividends, it is indeed surprising that these reefs should have remained so long undeveloped.

In the month of August last a Gold Field was proclaimed at Manama, in the district of Yass, in consequence of some discoveries that were reported. My inspection of the workings on the quartz reefs there did not impress me very favourably with regard to them, and I attributed the excitement that prevailed to the anxiety of the local inhabitants, and to their apparent want of knowledge in mining matters. It is possible, however, that on further trial these reefs may prove productive. They will yield an abundance of stone; if it can be shown to possess the requisite gold-bearing qualities.

At Grenfell mining matters are in a highly satisfactory state, and all the principal claims there have been purchased by and transferred to Companies, which are very successfully formed, and which possess capital necessary to ensure the proper and systematic working and arrangement of the mines. The property of the Grenfell Consols Company, hitherto known as O'Brien's Reef, is of great known value, and the prospects of the mine are most encouraging; and it promises to be a very regular dividend-paying concern. Engel's Company, on the Homeward Bound Reef, and O'Brien's Company, on the Lucknow, also possess very valuable properties, and I think will prove safe and profitable investments to the shareholders. In alluvial mining around Grenfell nothing very notable has occurred; some claims at the Seven-mile have been fairly productive, and have maintained a limited industrious population. The deep ground on the Tyagong Creek flats has again come into notice, and it is anticipated that some rich leads, which there is every reason to believe exist there, may before long be struck and traced.

The amount of gold sent by Escort during the past twelve months shows a slight falling off from that of the previous year, but I know that this may safely be attributed to the supervision of operations in all the principal gold-producing claims, pending the completion of the arrangements that were necessary for their being transferred to and taken possession of by the Companies that had purchased them.

The recent unusually wet season has enabled the owners of sluicing claims at Burrangong to carry on their operations with much success. There are large areas of ground that will pay handsomely when worked in this manner, and, with a plentiful supply of water, will afford occupation to miners for some years to come. Some attention is now being given to the development of quartz reefs on this Gold Field, which, without doubt, will some day lead to important results. The alluvial deposits have been remarkably rich, and it follows that the reefs that yielded the gold are equally so; in course of time they will be traced, and some valuable resources will be then opened up. These remarks are, of course, also applicable to all our alluvial Gold Fields. A Company has been formed to work a very promising reef at Stony Creek, and the results of the various crushings of stone from it have been highly satisfactory. At Wombat also considerable activity is manifested in connection with reefs, and a crushing-mill has been kept nearly constantly at work operating on the stone yielded by them. In some instances, I am led to believe, the results have been satisfactory. I regret to have to state that the Phoenix (late the Telegraph) Company, at Opossum Flat, has within the last month been compelled to suspend their operations, owing to the exhaustion of their capital, and the want of funds necessary to enable them to carry on their labours. This is all the more to be regretted as the preparatory appliances so urgently required by the wet nature of the ground had approached completion; and, had the Company been able to hold out for a short time longer, the claim would have been in full working order, and would have soon produced some good returns. When I see so many thousands of pounds thrown after mere bubbles, I cannot but deplore that a promising enterprise like this should be allowed to languish for the want of a very small further outlay.

The Cumbamurra River Gold Field shows fair prospects of assuming some considerable mining importance, and a large amount of capital is being expended in connection with some of the works. The Marshall McMahan reef has been very productive, and Heffernan's claim alone, which is now the property of a Company, has produced gold to the value of £15,000; and during the five months that the Company have owned the property, they have paid three dividends of one shilling each on the shares. Some other Companies have been successfully launched in connection with this and the other adjoining reefs, and will soon be ready to commence active operations. A promising enterprise has also been projected by the Cumbamurrah Sluicing Company, to work some large tracts of surface ground on the slopes of the Cumbamurrah River. The preparatory works necessarily involve a large outlay of capital, in the cutting of races and the construction of flumes and dams. On the completion of these, the Company will be in a position to operate upon their ground, with, there is good reason to believe, satisfactory results.

The prospects of the Muttama and Gundagai Gold Fields are very good, and a great revival of interest in regard to the various reefs that are known to exist has taken place. At the former place some veins of unusually rich stone have been opened up, and the specimens shown me were among the richest I ever saw. A Company has been formed to work them, and I anticipate soon to hear a good account of the results of the first crushings. The neighbourhood of Gundagai abounds in quartz reefs, which I think are now in a fair way to be worked systematically and advantageously.

Of all the Gold fields in the Southern Gold District, that at Adelong has shown the most marked and substantial improvement during the past year. The mining excitement that has prevailed has turned attention

attention to workings that had long remained abandoned, and were regarded as worthless; and these have been taken up, and in most instances have proved to be of great importance and value. The whole length of the well-known Victoria, Donkey Hill, Currajong, and other reefs, are now re-occupied, and the works on them are in active operation. The prospects of the Victoria Reef are most encouraging and satisfactory, and large Companies have been formed in connection with some of the claims. Among them I may mention the Research Company's claim, which is now producing stone that is averaging twelve ounces to the ton, and that of Williams's Company, which, with 75,000 shares, lately declared a dividend of 4s. per share.

The bed and the banks of the Adelong Creek have for a great distance been taken up under lease, and mining plants and appliances of the most approved and costly descriptions have been and are being erected in connection with them. The property of the Wynyard Company has been very productive, and has been worked very energetically until quite recently, when an accident to their underground works necessitated a temporary suspension of their operations. The Adelong United Company possess a valuable property below the Wynyard Company, and are now prepared to commence work with the most perfect mining plant I ever saw. At Reedy Flat, Upper Adelong, the valuable sluicing areas continue to yield the most handsome returns, and show no signs of exhaustion.

At Lac-ma-lac, in the Tumut District, some fine gold-bearing reefs have been opened up, which hold out promise of being very valuable properties. They have not been worked to any extent as yet, but the Companies that are in course of formation for their development will doubtless soon give a good account of them. The miners at Tumberumba have shown that they have great confidence in the productiveness of that Gold Field, by the large number of tracts they have secured under lease in the creek and adjacent slopes and flat. Mining matters in that district had until recently been on the decline, but a most favourable reaction has now set in, and the impetus thus given will be productive of some important results. Although the reefs that were discovered at Ournie have not fulfilled, in every case, the anticipations that were held out with regard to them, still some have proved to be highly productive; and, as an instance, I may state that 77 tons of stone from the Peep-o'-Day reef, lately yielded 340 ozs. of gold. A further prospecting of the country in that neighbourhood would, I think, lead to some valuable discoveries.

Energetic endeavours are again being made to develop the reefs at the Black Range, near Albury, and the real nature and value of their resources are now in a fair way to be ascertained.

In concluding this special notice of my district, I have only to add that the Gold Fields generally are in a very encouraging and promising condition. In some localities prospecting is being carried on in a very vigorous manner, and it is only fair to presume that such efforts will be attended with discoveries of real importance. There still remains ample room for increased energy and perseverance in the matter of prospecting, for I find that in most cases such enterprise is chiefly confined to the immediate vicinity of some already-developed workings. There are areas of many thousands of square miles in extent in this Colony that have never been touched by the pick of the prospector, and yet, to all appearances, are as likely to contain hidden treasures as any of the most productive of the Gold Fields. I am not an advocate for the offering of rewards for the discovery of Gold Mines, for I think such a pursuit ought to be left entirely to private enterprise; and, moreover, I have observed that, in this Colony and in Victoria, the inducements held out by rewards of this nature have not been productive of any real benefit. I have no doubt that the increased attention that is being attracted to our Gold Fields will effect the cure, and that at no distant date prospecting will be pursued on a more extended scale, and in a more enterprising spirit.

The yield of gold for the year, which shows a slight decline from that of the previous one, does not at a first glance bear out my assertion as to the mining prosperity of the Southern District; but it must be borne in mind that during this period, in nearly all the principal producing claims a suspension of operations took place, in some cases for months together, in order to allow time for the completion of the arrangements and negotiations for the formation of Companies in connection with them; and it must also be noted that, in the majority of cases where large tracts of known value have been taken up, insufficient time has yet elapsed to allow for the progress of the works so far as to render them gold-producing.

The number of miners during the year has been 5,423. Of these, 3,351 have been engaged in alluvial mining, and 2,072 on quartz reefs. They have obtained 90,180 ozs. of gold; of which 58,736 were from the alluvial workings, and 31,444 from the quartz reefs. This yield gives an average of over $16\frac{1}{2}$ ozs. per man employed, equal in money value to upwards of £66. The gold from the quartz reefs was produced by 34,139 tons of stone, which is an average of nearly $18\frac{1}{2}$ dwts. to the ton.

It will be observed from the tabulated form attached to this Report, that the amount of capital now laid out in machinery is £59,412, and in other works connected with mining in this district, such as the construction of races, dams, and reservoirs, £56,275.

The number of races is 766, conveying 1,468 sluice heads of water, and of the aggregate length of 1,504 miles. The number of dams and reservoirs is 507. It will also be seen that Companies have been promoted, of which the aggregate capital amounts to £358,864.

My collections of revenue have amounted from all sources to the sum of £6,532 5s., being £3,350 15s. in excess of the previous year. Of this sum, £2,459 5s. was for miners' rights, and £220 10s. for business licenses, and £3,852 10s. for leases of auriferous tracts.

The leased tracts include 568 acres of alluvial ground, 2,073 acres on quartz reefs, and 25,500 yards of the beds of rivers and creeks.

It is much to be regretted that another year should have elapsed without some amendment of the Gold Fields Act, as regards the constitution of the Court of Appeal. The present Court is totally ineffective, and does not command the confidence of the mining community; but the many objections to it have been so often pointed out as not to require repetition here. The deciding of disputes by the unpaid Magistracy has proved the reverse of beneficial. It is not reasonable, and is unfair to these gentlemen, that they should be called upon to perform duties that require special experience and qualifications.

The complications likely to arise through the selection of lands ostensibly for minerals other than gold, but in reality and in fact for gold-mining purposes, demands some immediate and stringent check and prevention. It does not appear to me that any regulations hitherto promulgated with regard to mineral selections are calculated to cure such an abuse; and I think that the discovery of payable gold within any such selection should *ipso facto* effect its cancellation, unless it could be shown beyond all doubt, and to the satisfaction of some properly authorized officer, that the minerals other than gold for which it was selected had been actually found and traced within the area in payable quantities.

It is gratifying to me to state that the Gold-mining Regulations issued on the 21st March last have proved generally satisfactory and of easy adaptation; and I think I may say they have assisted in some degree in the improvement of the mining interest. Some doubts have at times arisen in my mind as to their entire consistency with the Gold Fields Act; but such points, I have no doubt were duly considered by the Crown Law Officers. I am aware that these Regulations did not meet with approbation in some places; but I think the objections to them have been urged by individuals who are to be found on most Gold Fields, and who seem to consider it their inspired mission and *spécialité* to legislate for their fellows; and any code of Regulations that does not emanate from them, or respecting which they are not consulted, is pretty sure to be denounced by them. I have only to say that in my district the present code has worked very satisfactorily, and all reasonable and intelligent miners have viewed them very favourably.

I have, &c.,

G. O'MALLEY CLARKE,
Commissioner-in-Charge, Southern District.

RETURNS of Revenue received for Miners' Rights, Business Licenses, and Leases of Auriferous Tracts, in the Southern Gold District, during the year 1872.

Gold Fields.	Licenses.						Leases.									Totals.	General Totals.	Remarks.							
	1st January to 30th June.			1st July to 31st December.			Quartz Reef.			Alluvial.			River Bed.												
	Miners' Rights.	Business Licenses.	Amounts.	Miners' Rights.	Business Licenses.	Amounts.	No.	Acres.	Amounts.	No.	Acres.	Amounts.	No.	Yards.	Amounts.										
Adelong	376	36	224 0	147	12	42 15	266	15	66	410	574	0	26	111	177	10	4	1,800	26	777	10	1,044	5		
Araluen	285	10	152 10	136	...	34 0	186	10	4	24	32	0	7	11	...	...	...	...	...	...	43	0	229	10	
Albury—Black Range	112	2	58 0	137	...	34 5	92	5	16	144	185	10	...	...	...	...	...	...	...	...	185	10	277	15	
Braidwood	173	5	91 10	87	...	21 15	113	5	3	17	23	0	3	35	41	10	7	5,600	56	120	10	233	15	Including Cumbamurrah.	
Burrangong	588	13	397 0	422	31	121 0	428	0	22	1322	187	0	11	112	159	0	...	...	...	...	346	0	774	0	
Delegate	113	2	80 10	152	6	41 0	121	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Emu & Tyagong Creeks	504	42	294 0	107	4	28 15	322	15	64	251	387	0	5	12	22	0	...	...	...	...	409	0	731	15	Not proclaimed Gold Field.
Goulburn	...	...	...	188	...	47 0	47	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	do.
Gunning	...	...	...	13	...	3 5	3	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gulph Creek	132	7	73 0	57	...	14 5	87	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gundaroo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gundagai	132	2	68 0	215	5	55 5	124	5	46	33	43	0	...	...	...	...	...	...	...	...	...	...	...	...	Including Muttama.
Kiandra	166	4	87 0	37	...	9 5	96	5	3	13	19	0	4	64	74	0	...	...	...	...	...	...	...	...
Major's Creek	85	...	42 10	37	...	9 5	51	15	4	25	33	0	6	11	19	0	...	...	...	...	...	...	...	...
Mongarlowe	154	8	85 0	46	...	11 10	96	10	9	67	85	10	1	2	4	0	...	...	...	...	...	...	...	...
Mogo	70	5	40 0	130	7	36 0	76	0	25	198	250	0	...	...	...	...	...	...	...	...	...	...	...	...
Uanama	...	...	...	157	...	40 5	40	5	10	87	108	0	...	...	...	...	...	...	...	...	...	...	...	...
Nerrimungah	118	5	64 0	88	...	22 0	86	0	37	230	397	10	...	...	...	...	...	...	...	...	...	...	...	...
Queanbeyan	19	1	10 10	20	...	5 0	15	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Not proclaimed Gold Field.
Sebastopol—Levels	25	2	14 10	16	...	4 10	19	0	4	24	36	10	...	...	...	...	...	...	...	...	...	...	...	...	do.
Shoalhaven—Nowra	...	...	...	54	...	13 10	13	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tumut	210	3	108 0	56	...	1 14	122	10	16	77	109	10	...	...	...	...	...	...	...	...	...	...	...	...	Including Lac-ma-lac.
Tambarumba	399	15	214 10	140	4	37 0	251	10	3	21	27	0	10	214	242	0	13	12,000	120	...	...	...	...	...	Including Ouranie.
Wagga Wagga	20	...	10 0	33	...	8 5	18	5	3	17	17	0	...	...	...	...	...	...	...	...	...	...	...	...	Not proclaimed Gold Field.
Totals	3,681	184	2,024 10	2,475	73	655 5	2,679 15	340	2,073	2,839 10	68	568	750	0	32	25,500	263	3,852 10	6,532 5						

Southern Gold District Office,
Young, 14 January, 1873.

G. O'MALLEY CLARKE,
Commissioner.

STATISTICAL RETURN of the SOUTHERN GOLD DISTRICT, for the year 1872.

Gold Fields.	Miners employed.		Yield of Gold.		Quartz crushed.		Machinery.						Registered Companies.		Dams and Reservoirs.		Water Rights.			Remarks.		
	In Alluvial and River Bed.	On Quartz Reefs.	Alluvial and River Bed.	Quartz.	Claims.	Quantity.	Alluvial and River Bed.		Quartz.	Aggregate horse-power.	Probable value.	Alluvial and River Bed.	Quartz.	Capital.	Permits.	Probable Value.	Permits.	Sluice-heads.	Aggregate length of Races.		Probable Value.	
							Steam.	Water.														Steam.
Adelong	No. 200	No. 300	ozs. 5,517	ozs. 9,000	No. 100	tons. 3,320	No. 1	No. 2	No. 3	No. 74	£ 6,400	No. 3	No. 6	£ 128,000	No. 40	£ 10,000	No. 40	No. 80	miles 200	£ 4,000		
Araluen	No. 600	No. 50	22,444	600	No. 10	670	No. 17	No. 11	No. 1	No. 220	9,300	No. 1	No. 2	6,600	No. 2	30	No. 16	No. 62	39	1,110		
Albury	No. 50	No. 150	230	...	No. ...	...	No. ...	No. ...	No. ...	No. ...	...	No. ...	No. ...	...	No. ...	...	No. ...	No. ...	...	...
Braidwood	No. 170	No. ...	4,000	...	No. ...	...	No. ...	No. ...	No. ...	No. ...	5,000	No. ...	No. ...	12,500	No. 30	2,000	No. 20	No. 50	90	5,000	Black Range.
Burrangong	No. 350	No. 250	4,503	3,135	No. 6	3,322	No. 2	No. 3	No. 3	No. 60	7,000	No. 4	No. 4	71,000	No. 150	2,500	No. 150	No. 300	300	3,000	Including Cumbamurrah and Junece.	
Delegate	No. 200	No. ...	1,000	...	No. ...	...	No. ...	No. ...	No. ...	No. ...	...	No. ...	No. ...	...	No. 20	1,000	No. 30	No. 60	3	200	
Emu Creek	No. 150	No. 350	5,759	14,650	No. 50	16,250	No. 8	No. 6	No. 76	12,850	...	No. 4	No. 4	72,170	No. 25	2,600	No. 30	No. 20	15	500	Including Tyagong Creek.	
Gulph Creek	No. 200	No. ...	2,627	1,100	No. 6	700	No. 4	No. 4	No. 40	2,500	...	No. 1	No. 1	10,000	No. 6	250	No. ...	No. ...	...	...
Gundagai	No. 70	No. 250	238	300	No. 4	300	No. ...	No. ...	No. ...	No. ...	600	No. ...	No. ...	...	No. 45	300	No. 70	No. 70	160	1,200	
Kiandra	No. 153	No. 100	1,500	300	No. 4	6,400	No. 6	No. 4	No. 8	5,500	...	No. 1	No. 2,000	...	No. 33	2,200	No. 38	No. 34	39	3,000		
Major's Creek	No. 150	No. 76	4,000	465	No. 9	6,400	No. ...	No. ...	No. ...	No. ...	200	No. ...	No. ...	...	No. 49	800	No. 120	No. 240	230	1,200	
Mongarlowe	No. 400	No. ...	2,200	...	No. ...	...	No. ...	No. ...	No. ...	No. ...	2,500	No. ...	No. ...	...	No. 4	200	No. 2	No. 8	12	200	
Mogo	No. 154	No. ...	200	200	No. 68	1,600	No. 1	No. 1	No. 20	1,950	4	No. 2	No. 18	415	No. 9	31	No. 3	No. 13	34	550		
Nerrimungah	No. 65	No. 53	100	100	No. 1	...	No. ...	No. ...	No. ...	No. ...	800	No. 1	No. 1	10,000	No. 2	60	No. 3	No. 9	13	1,000		
Shoalhaven	No. 173	No. 121	1,818	450	No. 19	700	No. 7	No. 3	No. 150	3,000	...	No. 3	No. 3,594	No. 23	1,000	No. 107	No. 194	No. 136	1,500	do.	Lac-ma-lac.	
Tumut	No. 370	No. 130	2,600	1,444	No. 14	677	No. 2	No. 1	No. 20	1,800	...	No. 2	No. 23,000	No. 40	3,000	No. 111	No. 230	No. 220	7,000	do.	Ouranie.	
Tambarumba	No. 370	No. 130	2,600	1,444	No. 14	677	No. 2	No. 1	No. 20	1,800	...	No. 2	No. 2,000	No. 20	400	No. ...	No. ...	No.	do.	Cowabie.
Wagga Wagga	No. 20	No. ...	10 0	33	No. ...	...	No. ...	No. ...	No. ...	No. ...	...	No. ...	No. ...	...	No. ...	...	No. ...	No. ...	...	...
Totals	3,351	2,072	58,736	31,444	286	34,139	22	45	22	7	808	59,412	9	28	358,864	507	26,755	765	1,468	1,504	29,520	

Southern Gold District Office,
Young, 13 January, 1873.

G. O'MALLEY CLARKE,
Commissioner.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS.

(REPORT OF COMMISSIONER ON NORTHERN—FOR 1872.)

Ordered by the Legislative Assembly to be printed, 11 February, 1873.

THE COMMISSIONER IN CHARGE OF THE NORTHERN GOLD DISTRICT TO THE UNDER SECRETARY FOR LANDS.
Northern Gold Fields Office,
Armidale, 18 January, 1873.

SIR,

Adopting the usual official-course, I do myself the honor of herewith presenting my annual Report on the condition and prospects of the Northern Gold Fields, under my especial supervision.

2. It will be seen, from an examination of the accompanying statistics, that a most remarkable impetus has been given to the mining industry during the past twelve months in this individual district, and I have every reason to believe that the progress already made will be attended with permanent results.

3. Although only two or three new gold fields have been actually proclaimed in my district during the past year, the proclamation of several is under Ministerial consideration at present, and whilst several new ones have been discovered, a number of those previously partially worked and practically abandoned have been reopened with, I have every reason to believe, fair prospects of being remunerative. The absence of crushing machinery has, perhaps, militated more against the development of several new gold fields than anything else. The proprietors of the claims are men of little or no capital, and have been unable to induce parties to put machinery on the ground. Large quantities of stone have been raised at Glen Morrison and The Gulf, and at present await crushing, which exhibit remarkable richness; but to a great extent the workings have been abandoned, owing to the cause, above referred to. From conversations with these men, I am led to believe that if some simple co-operative scheme were in force with regard to the working of crushing-machines, based upon those adopted in several of our collieries, there would be no apathy on the part of the claimholders to take their share of the venture. Hitherto, the only means most of them have had of proving the payable character of the reefs have been by simple assay of small parcels of picked stone, a test imperfect in itself, and one not in favour with capitalists. From inspection of stone raised on many reefs at Glen Morrison, Little River, and Solferino, I can speak decidedly as to the richness of the reefs, but their development is at present retarded through the lack of machinery for crushing.

4. Although I am not called upon to offer any comment upon the measure for the future management of our gold fields, now before Parliament, I may observe that one remarkable defect in the late Regulations seems to me to have been, that too large areas have been allotted to the lessees of auriferous tracts, and the delay in the survey has practically tended to the shutting out of the operative miners, who, attracted by the report of the payable character of the field, have travelled from distant localities to find the ground taken up by parties whose object has mainly been to job the land on the market, and with little idea of practically working it. This evil, I think, might at least be mitigated by increasing the present rental, and curtailing the area upon the one hand; and if not abandoning the labor clause entirely (at present in many cases nearly a dead-letter), at all events modifying it considerably.

5. The nomadic character of our population on the gold fields has been repeatedly advanced as an argument against the stability of the gold-mining industry, and it has been felt that a certain amount of insecurity in commercial circles arose through the unsettled habits of the gold-mining population. If the facilities for obtaining homesteads were increased, I am of opinion that the population would become more settled, as the attractions of a home would tend materially to counteract this roving propensity.

6. The amount of judicial work falling to my lot as Commissioner during the past year, as applied to the settling of disputes, has not been in comparison with the gigantic strides the industry has taken; but I may be permitted to observe that a great deal of unnecessary work might be saved to the Commissioner by a simplification of the Regulations, dealing in point of fact with abstract principles than with elaborate details. Most of the disputes arise out of a misconception of the Regulations by but moderately educated men, and their ambiguity hence gives rise to much petty litigation.

7. It will be remembered that the early part of the last year witnessed some excitement amongst the tin-miners, and numbers of public companies were being floated in this and the neighbouring districts. Although many of them have been either wound up, suspended operations, or are now being worked under the tribute system, I see nothing to lead me to anticipate any falling off either in the yield of ore or the working of the tin fields generally. Unquestionably a great many bubble companies were floated, working expenses grossly under-estimated, and a great amount of extravagance exhibited in the preliminary operations. These evils have, to a great extent, cured themselves, and under a more systematic and economical mode of working I have every reason to believe that the tin mines of this district will prove highly productive for many years.

8. To give a general idea of the remarkable progress made in the Mining Department of this district, I may observe that in 1871 the gross collections in this office were £739 5s., whereas in 1872 they reached £8,915 10s., or over 1,200 per cent. increase, whilst the applications for leases have increased from 17 in 1871 to 837 in 1872. From the number of applications received daily, I anticipate no-falling off in the present year.

9. I have been induced to extend this report beyond the usually prescribed limits, and perhaps to advance opinions uncalled for, and probably of little value. I trust, however, that in view of the fact that the Government have now before Parliament a measure having for its object the reorganization of the Gold Fields Regulations, some justification will be accepted from this seeming departure from official routine.

I have, &c.,
J. BUCHANAN,
Commissioner in charge of Northern Gold District.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOLD FIELDS.

(REPORT OF COMMISSIONER ON WESTERN, FOR 1872.)

Ordered by the Legislative Assembly to be printed, 11 February, 1873.

THE COMMISSIONER IN CHARGE OF THE WESTERN GOLD FIELDS TO THE UNDER SECRETARY FOR LANDS.
Western Gold Fields Office,
Bathurst, 20 January, 1873.

SIR,

I do myself the honor, for the information of the Honorable the Minister for Lands, to submit my annual report upon the condition and prospects of the Western Gold Fields.

2. The past year has been distinguished by an unprecedented vigour in mining pursuits, and a corresponding advancement in the development of the Western Gold Fields, which cannot fail to produce a lasting and beneficial effect, and establish gold mining in all its branches as one of the most important of the settled industries of the Colony.

3. A comparison between the revenue received in 1871 and during the past year will show the extraordinary increase in the occupation of auriferous Crown Lands, the greater part of which are being worked by capital provided by the portion of the community who are non-residents upon the Gold Fields, and who have hitherto stood aloof from all investments in gold mining, the development of which interest, until within the last three years, had been left to the almost unaided efforts of the working miners, who were principally employed upon the alluvial gold fields. Now, however, the quartz-reefs, which require a large expenditure in labour and machinery for their efficient working, are, by the aid of capital, being mined to a depth hitherto deemed inaccessible, or beyond the influence of the auriferous lodes, and in many instances with a success as gratifying to the investors as it is indicative of the permanence and wealth of our gold fields.

4. I annex returns showing the number of miners' rights and business licenses and leases applied for in 1872, the estimated population, the machinery employed in connexion with mining operations, and the yield of gold from each gold field of importance in this district. These returns show an advance under every head over those for 1871, and the gross collections give an increase of no less than £31,317, being £42,196 in 1872, and only £10,879 in 1871. This arises principally from the additional applications for leases of auriferous tracts,—22,054 acres having been taken up in 1872, and only 1,556 acres during the previous year. The yield of gold as by the escort return has also increased to the extent of 89,176 ozs. 15 dwts. 9 grs., being 287,667 ozs. 5 dwts. 23 grs. for 1872, as against 198,490 ozs. 10 dwts. 14 grs. in 1871.

5. The gold fields at Gulgong and Hill End are still the chief centres of attraction, the former as an alluvial field, but now also developing auriferous reefs, and the latter as a purely quartz-mining district,—the alluvial there having long since been exhausted. In the yield of gold, Gulgong surpasses all others; the deep leads there are still proving prolific, and quartz-reefs, evidently the matrix of the rich alluvial deposits in the Cudgegong basin, are being opened out in all directions. New alluvial leads are also being discovered in the neighbourhood, and the prospects of this, which may be considered as the most important gold field in the Colony, are in every way encouraging. Here also capital is stepping in to work in large areas, and with the aid of machinery the auriferous drift beneath the basaltic formation, which, with the presence of water, impeded the operations of the working miner. I cannot conclude these remarks upon the Gulgong Gold Field, without expressing my opinion that its development has been seriously retarded by the operation of the frontage system. Having for a time administered that code at Gulgong, and watched for three years the result of the system, I have arrived at the conviction, that however plausible the theory upon which it is based may appear in actual working, it is a system which, on the whole, is injurious to the miner, the uncertainty, delay, and interminable litigation attending its operation, more than counterbalancing the supposed economy of labor or other advantages. I am satisfied that a system of extended areas for deep and difficult ground would be found far more advantageous than, and put an end to the present uncertain tenure of claims held under the frontage regulations. In expressing these views, I feel that I am only echoing the sentiments of the larger portion of the mining community at Gulgong and elsewhere. The only other alluvial field of any importance is Currajong, in the Lachlan District, which contains deep leads, but inferior to those at Gulgong in permanence and production, although

although for a time highly remunerative and supporting a considerable population. There is also every probability of the discovery of additional alluvial leads in the neighbourhood of Currajong. Quartz-reefing there, however, on an extensive scale, is now taking the place of the alluvial workings, and establishing this gold field on a permanent basis.

6. Of the quartz-mining districts, Hill End and Tambaroora still embrace the largest share of public attention, from the astounding yields from the line of claims on Hawkins's Hill, which retained during the past year their character for permanence and wealth. Although the bulk of the gold produced has been obtained from the comparatively few claims on the known line of Hawkins's Hill veins, the steady work which has been progressing on the belt of reefs, extending from Chamber's Creek to Hargraves, is beginning to tell, and will shortly augment the escort returns from these fields, as yet eclipsed by those from the alluvial leads at Gulgong. Not only at various points have reefs containing gold in remunerative quantities been discovered, but powerful machinery for quartz-crushing, replete with the latest appliances for amalgamation and extraction of gold from the surrounding metals, has been erected, and will soon be in full work, adding largely to the returns from these districts.

7. At Sofala, Wattle Flat, Trunkey Creek, and Tuena, quartz-reefing, which for a time had languished, has been resumed with vigour, and with every prospect of success when a sufficient depth shall have been attained. Indeed the fact has now everywhere been proved to demonstration that the permanent and most valuable deposits, both in alluvial and quartz mining, lie at a depth, the extent of which has not been determined on any gold field in this Colony—the richest yields, especially in quartz-reefs, having been found at the extreme depths yet reached. I do not doubt but that returns equal to those from Hill End will, in the course of time, reward the labors of the miners at the places I have mentioned. An attempt to describe in detail the various gold fields and localities where mining operations are being carried on in the Western District would elaborate this report unnecessarily, and I have no departmental means of ascertaining with accuracy the progress of the workings which is daily supplied to the public journals by competent reporters. The statistical returns, however, which I have annexed, show the main facts in connection with each gold-field of any importance.

8. I do not anticipate that the same number of leases or any approach to it, applied for during the last, will be taken up during the ensuing year, as many of them will never be worked or occupied; but I have estimated that the second payment on those received and the new applications will bring up the revenue for 1873 to the standard of 1872. That many of the numerous companies for working quartz-reefs, hastily formed, with insufficient capital, must collapse, is self-evident; but even if one-tenth of the mining ventures projected are successful, a career of prosperity in gold-mining will be entered upon that has as yet been unknown in New South Wales.

In conclusion, I trust that as the anticipations entertained in my report of 1871 of the prosperity of the past year have been fully realized, the present temporary evil in mining affairs may only be the precursor of renewed vigour in that direction, by the investment of capital with more caution, and the establishment of companies on a sounder basis for developing the mineral wealth of the country. Many of the works being carried on are in their nature for a lengthened period of an unproductive character, but solid results will ere long be obtained from mines at present of little apparent value. This is especially noticeable in the vicinity of Hill End, where the sinking is through strata of the most unyielding character, and the progress necessarily slow. Such ground can only as a rule be profitably worked in large areas, and with ample capital at command. To attempt to work it in ordinary claims without capital is now found to be quite impracticable, and, with the exception of comparatively shallow alluvial deposits, the same may be said of all classes of gold-mining at the present date. The era of gold digging is rapidly giving way to that of gold-mining, and our gold fields were never in a more hopeful condition as regards their future development than at present, although the feverish excitement concerning them has somewhat abated in consequence of the results, disastrous in many instances, of rash and unguarded speculation in mining ventures, which from the first contained no element of success.

I have, &c.,

WHITTINGDALE JOHNSON,
Commissioner in charge of the Western Gold Fields.

(No. 1.)

GOLD received at Bathurst during the year 1872.

Stations.	Ozs. dwts. grs.	Ozs. dwts. grs.
Gold received during year 1871		198,490 10 14
" " 1872		
Gulgong	134,459 18 15	
Mudgee	4,691 16 9	
Hargraves	4,180 9 2	
Tambaroora	79,162 14 21	
Sofala	10,215 15 12	
Bathurst	9,455 17 9	
Orange	7,012 18 19	
Stony Creek	4,456 11 7	
Trunkey Creek	2,119 13 20	
Carcoar	10,372 12 0	
Forbes	15,984 11 19	
Currajong	5,554 6 10	
		287,667 5 23
Increase during the year 1872	£	89,176 15 9

WHITTINGDALE JOHNSON, G.C.

Bathurst, 18th January, 1873.

(No.

(No. 2.)—MINERS' RIGHTS AND BUSINESS LICENSES.

RETURN showing the number of Miners' Rights and Business Licenses, &c., issued in the Western Gold District, in the year 1872.

Name of Gold Field.	Licenses.		Leases of Auriferous Tracts.				Population.
	Miners' Rights.	Business Licenses.	No. of Leases issued.	River-bed—yards.	Quartz-veins—acres.	Alluvial—acres.	Estimated.
Bathurst	1,512	64	733	40,800	3,597	236	800
Cargo	256	19	24	....	95	....	400
Carcoar	293	7	104	....	598	22	600
Cudgong	7,011	454	146	200	878	102	1,200
Forbes	1,538	120	193	....	843	93	3,000
Meroo River ..	821	28	148	....	875	6	1,500
Ophir	488	8	86	....	392	156	500
Rockley	186	6	74	....	560	39	300
Sofala	1,161	173	513	....	2,894	28	3,000
Stony Creek ..	705	29	186	....	1,173	....	1,200
Tambaroora ..	3,794	305	1,261	1,300	7,596	3	8,000
Trunkey	420	86	190	100	1,259	6	800
Tuena	457	12	122	4,600	603	....	800
	Regulations of 1866.....		572	200	2,976	27	
	Regulations of 1872.....		3,208	46,800	18,387	664	
Total ...	18,642	1,311	3,780	47,000	21,363	691	22,100

WHITTINGDALE JOHNSON, Commissioner in Charge.

Western Gold Fields Office, Bathurst, 18th January, 1873.

(No. 3.)—AMENDED Return of Steam-power Quartz-crushing machinery on the Western Gold Fields, on 1st January, 1873.

Gold Field.	Description of Machinery.	Horse-power.	Number of Stampers.
Sofala	Water-wheel .....	.....	6
Do.	Steam quartz-crushing	12	5
Do.	Do.	18	12
Do.	Do.	12	10
Do.	Do.	18	12
Do.	Pumping	12	.....
Stony Creek	Steam quartz-crushing	Not stated.	12
Canowindra	Do.	10	9
Cargo	Do.	25	10
Windeyer	Do.	Not stated.	6
Do.	Water quartz-crushing	"	8
Orange	3 steam quartz-crushing	"	24 in all
Currajong	Do.	15	10
Hargraves	Do.	Not stated.	10
Diamond Swamp	2 water quartz-crushing	"	6
Do.	2 steam quartz-crushing	13	11
Oberon	Do.	8	4
Do.	Do.	12	6
Mudgee.....	Nil.....	.....	.....
Tuena	Steam quartz-crushing	12	10
Do.	Do.	16	10
Toogong	Nil.....	.....	.....
Trunkey Creek	Steam quartz-crushing	10	8
Do.	Do.	12	10
Do.	Do.	25	20
Do.	Do.	14	12
Rockley.....	Do.	Not stated.	4
Wellington	Do.	30	30
Do.	Do.	26	24
Do.	Do.	10	10
Do.	Do.	8	Not stated.
Tambaroora	Do.	12	6
Do.	Do.	15	8
Do.	Do.	30	15
Do.	Do.	30	15
Do.	Do.	15	20
Do.	Do.	15	15
Do.	Do.	10	9
Do.	Do.	20	19
Do.	Do.	40	15
Do.	Do.	12	10
Do.	Do.	10	8
Do.	Do.	10	8
Do.	Do.	12	10
Gulgong	Do.	16	15
Do.	Do.	8	10
Do.	Do.	6	8
Do.	Do.	12	10
Do.	Do.	6	8
Do.	Do.	12	8
Do.	Do.	30	20
Do.	Do.	30	10
Do.	Do.	30	(in course of erection.) Powerful pumping machinery.

Total number of machines..... 55.

Sydney: Thomas Richards, Government Printer.—1873.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOLD FIELDS.

(DISPUTED MINING CASE—DEWSON *v.* MALONEY.)

Ordered by the Legislative Assembly to be printed, 17 March, 1873.

RETURN to an *Address* of the Honorable the Legislative Assembly of New South Wales, dated 4 February, 1873, praying that His Excellency the Governor would be pleased to cause to be laid upon the Table of this House,—

“Copies of all Correspondence, Minutes, &c., between the Secretary for Lands and others (including depositions taken before Walcha Bench),
“having reference to the disputed mining case of W. Dewson *v.* T. Maloney
“and others, at the Glen Morrison Reef, near Walcha.”

(*Mr. Rodd.*)

SCHEDULE.

NO.	PAGE.
1. J. Rodd, Esq., M.P., to Minister for Lands, enclosing particulars of the mining dispute upon the Glen Morrison Reef, near Walcha, between Dewson and party and Maloney and party, together with letter from Mr. H. Roman, dated 15th June, 1872, with enclosures A to F, with minute thereon. 21 June, 1872.....	3
2. Mr. H. Roman to J. Rodd, Esq., M.P., on the same subject. 22 June, 1872.....	6
3. Same to Minister for Lands, on the same subject. 8 August, 1872.....	7
4. Telegram from Under Secretary for Lands to Mr. District Gold Commissioner Buchanan, directing the area to which T. Maloney and others are entitled at Glen Morrison Reef, to be at once measured off. 13 August, 1872...	7
5. Telegram from Mr. E. Marriott, Gold Commissioner's Clerk, to the Under Secretary for Lands, in reply to the above. 14 August, 1872.....	7
6. Telegram from Mr. District Gold Commissioner Buchanan to Under Secretary for Lands, relative to the decision given by the Bench of Magistrates in this case, with minute thereon. 19 August, 1872.....	7
7. The Under Secretary for Lands to J. Rodd, Esq., M.P., in reply to No. 1. 26 August, 1872.....	7
8. Same to Mr. Henry Roman, in reply to No. 3. 27 August, 1872.....	8
9. Telegram from Mr. H. Roman to J. Rodd, Esq., M.P., same subject, with minute thereon. 28 August, 1872.....	8
10. Under Secretary for Lands to Mr. District Gold Commissioner Buchanan, in reply to No. 6. 29 August, 1872.....	8
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GOLD FIELDS.

No. 1.

J. RODD, ESQ., M.L.A., to THE SECRETARY FOR LANDS.

307, George-street,
Sydney, 21 June, 1872.

SIR,

I have the honor herewith to hand you particulars of a quartz-mining dispute upon the Glen Morrison Reef, recently heard before the Walcha Bench, presided over by Mr. Commissioner Buchanan. Mr. Henry Roman's letter, dated June 15th, 1872, which I have the honor also to enclose, with copies of summonses, depositions, &c., fully describes the nature of the case.

Trusting that you will cause an early inquiry to be made,

I have, &c.,
JAMES RODD.

Submitted.

This case has been decided by the Bench of Magistrates twice, and under the 15th section of the Gold Fields Act their decision is binding.—J.S.F., 23/7/72.

[Enclosure to No. 1.]

Presented by Mr. Rodd, M.P., 21/6/72.

To James Rodd, Esq., J.P., M.L.A.

Uralla, Rocky River, 15 June, 1872.

Dear Sir,

At the request of my co-partners in the quartz-mining dispute upon the Glen Morrison Reef, recently heard before the Walcha Bench, presided over by Mr. Gold Commissioner Buchanan, I beg to lay before you a statement of facts connected with the same, together with certified copies of the evidence taken therein, and of all extracts from Mining Registrar's books having reference thereto, and at the same time respectfully to request you to be kind enough to give the same your earnest attention, and to place the matter in its proper form before the Hon. the Minister for Lands, in order that a thorough revision and inquiry may be made and justice done therein. In addressing you, one who is deeply interested in mining property, it is unnecessary for me to dilate upon the importance and value of quartz-claims, and the probable serious injury that may be inflicted upon a party, by the misinterpretation or malversation of the laws and regulations having reference thereto; therefore I will simply make a statement of the facts of the case, and those fully borne out by the accompanying documents will, I feel assured, enlist your powerful aid in securing us justice.

On the 22nd March last some of our party and its representatives went upon the reef, and paced off the ground held by Maloney and party, they refusing to allow the ground to be taped by us; the extent of this was found to be over 200 paces, equal to yards.

The evidence taken at the hearings gives precisely what took place at this time. Our party thereupon rode a distance of 60 miles, waited upon Mr. Gold Commissioner Buchanan in Armidale, and requested to be put in possession of the ground held by Maloney's party, in excess northward of their workings.

Mr. Gold Commissioner Buchanan being at that time on the eve of departure for the Solferino Reefs, and expecting to be absent for three weeks, directed us to apply to the Walcha Bench, and stated that upon his return he would, if the matter was not before settled, then adjudicate in it.

A complaint was laid and summons accordingly issued, and after its issue Maloney for the first time registered a claim; this registration is dated 28th March, for 6 men, extent of ground 440 feet. (Vide certified copy herewith.) The registration took place ten days after the reporting of payable gold, and the request for a prospecting claim for four men although but three men were registered in the protection area. (Vide certified copy.) Subsequently at the hearing two of these six men were admitted by defendants to be in New Zealand, and also an admission made that neither of them nor their representatives held miners' rights, though this latter admission is omitted to be taken down in the depositions.

Upon the 18th of April the case was called on for hearing before the Walcha Bench, presided over by Mr. Gold Commissioner Buchanan (certified copies of the depositions appended.) After hearing evidence the Court was cleared for a consultation by the Justices, and upon its reopening the case was dismissed on the following grounds:—That we having complained that defendants held their claim and ground in excess under Regulations prior to the 21st March, whilst by the first regulation of the code of that date all former Regulations were repealed, and our claim to the ground being made on the 22nd March, the information was consequently informal. The concluding proviso of such first regulation to this effect "that any existing interest or privilege shall not be affected by these Regulations" was however completely ignored by them. Reference to the certified extract from mining registry will show by the Registrar's memo. or remark that any claim Maloney had was under the old Regulations. I will refer to clauses in the Regulations prior to the 21st March, bearing upon this dispute, in hope it may save you time and trouble in looking them up.

The complaint was laid under 14 sec. Gold Fields Act, 1866, 24 September, 1869, General Regulation No. 8. Spare ground and ground held in excess.

34, 35, 36. Protection areas.

37. Prospecting claim.

41. Protection area, quartz-reef.

42. (Referring to No. 40.) Prospecting claim—quartz-reef.

46 & 47. Base line and registration.

No. 6. Extent of quartz-claim, &c.

17 Feb., 1870.

The prospectors under these for four men's claims, which on the 18th March they were directed by Mr. Gold Commissioner Buchanan upon their report to take, would be entitled to an extent of 240 feet over 600 feet they in fact held; and even by their own sworn admission they held 400 feet, 440 feet or 480 feet; the copies of registration are corroborative of this.

Upon the dismissal of this case, upon an assumed informality, application was immediately made for fresh summons, which was granted by the Bench upon an information *de novo*. Six days after the issue of second summons, Maloney's party registered (vide certified copy, 24th April) whilst the matter is in dispute, and again for six men under Regulations 21st March. See F.

The second summons was made returnable on the 2nd May, and all parties then attended the Court at Walcha, when in consequence of Mr. Gold Commissioner Buchanan's absence the hearing of the case was adjourned for one month.

On the 30th May the case was again heard by the Bench, presided over by Mr. Gold Commissioner Buchanan, and after hearing the evidence (certified copy appended) the Bench again dismissed the case without comment; the concluding words of Hillier's, (one of defendants) evidence being that they held 480 feet. See E.

By the existing Regulations a quartz prospecting claim is 100 yards or 300 feet, so that by their own sworn evidence defendants held ground in excess. Were they entitled under the new or old Regulations?

A B

As in the former case, I will point out Regulations in existing code, bearing upon such a case.
 21st March, 1872—No. 1. Repeals former Regulations.
 General Regulations 177. Mode of taking possession.
 180. No objection to mode, &c.
 181. Ground held in excess.

Quartz-claims 64. Prospecting area and claim.
 65. Registration of discovery, &c.

I have deemed it necessary to refer to No. 65 in this code, in order that I may fully explain that No. 1 and other claims north, and No. 1 and other claims south, were held and registered under the old Regulations, and consequently they could not have a shadow of right to remove their pegs. At the time of our party making claim to the ground held in excess, No. 1 south shaft was down 30 feet, and No. 1 north from 15 to 20 feet, and neither one nor the other had disputed Maloney's extent of ground.

At the present time we are informed that No. 1 north have now taken out their claims, originally registered and held for six men at 30 feet per man, 180 feet at 50 feet per man or 30 feet, the 120 feet thus appropriated by them making, with the 480 feet held by the prospectors, the 200 yards, as deposed to by our party.

In this matter we have been involved in litigation of nearly three months—have been compelled to travel over 400 miles—have been compelled to expend some considerable amount of money—and have lost much valuable time only, as we believe, to be unfairly dealt with.

I will not trouble you with further details, feeling assured that you will at once see the merits of the case; and in your hands we leave our cause with the assurance that you will do what is right for us.

I have, &c.,

For self and party,
 HENRY ROMAN.

P.S.—Our party never raised any objection to Maloney's party being entitled as prospectors, although this reef, now called the "Golden-bar," was more than two years since opened as the "Sons of Temperance Reef," claims registered and shafts sunk upon it, gold obtained, considered by many to be payable. One shaft was at that time sunk near 50 feet, and this is included in the ground held by Maloney. Fossicking in these old shafts has been the principal prospecting done by Maloney; setting apart this, their protection area registry had expired three weeks before they applied to Commissioner Buchanan for a prospecting claim.

N.B.—Mr. Roman has forgotten to state that we, the plaintiffs, never took a step without consulting Commissioner Buchanan, and that at last he went out on the reef and laid the base line down without giving us, the disputants, any notice, and then the next day sat on the Bench and dismissed the case. Also, that the country has been put to a great expense and bother in framing Gold laws, but this shows that the Commissioner sets himself as supreme interpreter. In this case we might justly say "Is there not a cause?"

A. R. TREMLIN.

[Sub-Enclosure A to Enclosure to No. 1.]

Copy.

No. 13.

March 28th, 1872.

Thomas Miner Maloney.....	} Glen Morrison, "Golden-bar," Prospector's Claim, 440 feet.
William Richard Hillier	
Mark Newman	
Andrew Gallagher	
John Corbet.....	
Michael Rooney	

[Sub-Enclosure B to Enclosure to No. 1.]

INFORMATION (GENERAL PURPOSES).

New South Wales, }
 Walcha, to wit. }

Dewson and others v. Maloney and others.

BE it remembered, that on this twenty-eighth day of March, in the year of our Lord one thousand eight hundred and seventy-two, at Walcha, in the Colony of New South Wales, William Dewson, of Uralla, appears before me, the undersigned, one of Her Majesty's Justices duly assigned to keep the peace of our Lady the Queen in and for the Colony of New South Wales, and complains to me that on or about the twenty-second day of March, in the year of our Lord one thousand eight hundred and seventy-two, that at Glen Morrison, in the Colony aforesaid, Thomas Maloney, Mark Newman, William Richard Hillier, and Andrew Gallagher did trespass upon a mining claim belonging to the said William Dewson, Henry Roman, George Smith, John T. Hare, James Taylor, and Alfred Reginald Fremelin, by preventing the said parties from occupying and working a certain portion of a quartz-claim at Glen Morrison aforesaid, such claim being ground held in excess by the said Thomas Maloney, Paul Stanley, William Richard Hillier, and Andrew Gallagher, under Gold Fields Act and Regulations thereunder, dated 24 September, 1869, No. 42, and 17th February, 1870, No. 6, contrary to the Act in such case made and provided, whereupon the said William Dewson and party prays that I, the said Justice, will proceed in the premises according to law.

WILLIAM DEWSON.

Taken at Walcha, in the said Colony, on the day first above written, before me,—

DAVID BELL,
 Justice of the Peace.

[Sub-Enclosure C to Enclosure to No. 1.]

Police Office, Walcha,
 18 April, 1872.

PRESENT:—James Buchanan, P.M.; Abraham Nivison, J.P.; John Fletcher, J.P.; David Bell, J.P.; C. D. Fenwick, J.P.; and G. R. Gill, J.P.,—Esquires.

William Dewson and others v. Thomas Miner Maloney and others, for holding ground under the Gold Fields Act in excess.

William Dewson, being duly sworn, states: I am a gold-miner, residing at Uralla; I produce my miner's right; I heard the information read over; it is true Maloney is a shareholder, and is one referred to in the information on the 22nd March; I went on the quartz-reef at Glen Morrison; I asked one of the shareholders to show me his pegs; he showed me one peg, marking the southern boundary; he refused to show me the others; I told him that I had stepped from the peg marking the southern boundary to a similar peg standing within a short distance of a shaft known as No. 1 north, and found ground contained upwards of 200 paces; I told him he held far more ground as prospectors than the Regulations provided for, and that I claimed for myself and party the ground held in excess by them northwards of their workings; he said if any one pegs out this ground I will put a peg in them; I told him there was no necessity for any pegging of that kind, and again claimed the ground held by them in excess northwards of their working, and that I intended to register the same, pending the Commissioner's decision; I came to Walcha the same day, and registered the ground provisionally with a mining registrar.

Examined by Maloney: I did not speak to you; I spoke to Hillier that day; Hillier would not allow me to tape the ground.

W. DEWSON.

Sworn before us, this 18th April, 1872,—

J. BUCHANAN, P.M.

Henry

Henry Witherden, being duly sworn, states: I remember being on the quartz-reef on Thursday, the 22nd March last; I went on to a claim there, supposed to be the prospectors; I heard Dewson ask the men on the prospecting claim to show him the pegs, and they did not do so; he asked them again if they would allow him to put a peg in the ground, they said, "No; the man that would put a peg in the ground I would put a peg in him"; Dewson told him he would take other proceedings; I made the ground 215 paces; the conversation was mostly by the tallest man; it was the evening before I stepped the ground, and again in the morning.

HENRY WITHERDEN.

Sworn before us, this 18th April, 1872,—

J. BUCHANAN, P.M.

This closes complainant's case.

For the Defence.

Thomas Miner Maloney, being duly sworn, states: I am a gold-miner, and one of the defendants in this case; I produce my miner's right; on the 22nd of March last I recollect Dewson and others coming on the ground; they did not ask me about any pegs; I heard nothing.

By the Bench: There are six of us in partnership, Thomas M. Maloney, A. Gallagher, M. Newman, J. Corbet, and Michael Rooney are in New Zealand, and W. R. Elliott; we have been mates twelve months—Maloney, Elliott, Gallagher, and Mark Newman; 440 feet marked out on the supposed line of reef is the ground we claim; I registered the prospecting area with Mr. Buckland; I did not bring the registration paper with me; it is at my hut; I registered since the commencement of this case in the Mining Registrar's book; the registration is dated 28th March, 1872. See A

his
THOMAS MINER x MALONEY.
mark.

Witness to the mark—G. A. BUCKLAND.

Sworn before us, this 18th April, 1872,—

J. BUCHANAN, P.M.

Case dismissed.

J. BUCHANAN, P.M.
G. R. GILL, J.P.
DAVID BELL, J.P.
JOHN FLETCHER, J.P.
C. D. FENWICK, J.P.
ABRM. NIVISON, J.P.

[Sub-Enclosure D to Enclosure to No. 1.]

INFORMATION—(GENERAL PURPOSES).

Dewson and others v. Maloney and others.

New South Wales,)
Walcha, to wit.)

BE it remembered, that on this eighteenth day of April, in the year of our Lord one thousand eight hundred and seventy-two, at Walcha, in the Colony of New South Wales, William Dewson and others appear before me, the undersigned, one of Her Majesty's Justices duly assigned to keep the Peace of our Lady the Queen in and for the Colony of New South Wales, and complains to me, that on the 22nd day of March, in the year of our Lord one thousand eight hundred and seventy-two, at Glen Morrison, in the Colony aforesaid, Thomas Maloney, Mark Newman, William Richard Hillier, and Andrew Gallagher, did trespass upon a mining claim belonging to the said William Dewson, Henry Roman, George Smith, John T. Hare, James Taylor, and Alfred Reginald Fremlin, by preventing the said parties from occupying and working a certain portion of a quartz-claim at Glen Morrison aforesaid, such claim being ground held in excess by the said Thomas Maloney, Mark Newman, William Richard Hillier, and Andrew Gallagher, under Gold Fields Act and Regulations, contrary to the Act in such case made and provided; whereupon the said William Dewson and party prays that I, the said Justice, will proceed in the premises according to law.

WILLIAM DEWSON.

Taken at Walcha, in the said Colony, on the day first above written, before me,—

DAVID BELL,

Justice of the Peace.

[Sub-Enclosure E to Enclosure to No. 1.]

Court House, Walcha,
2 May, 1872.

PRESENT:—David Bell, J.P.; C. D. Fenwick, J.P.; and Abraham Nivison, J.P.

William Dewson and others v. Thomas Maloney and others, for holding ground in excess at Glen Morrison, under the Gold Fields Act and Regulations of 21st March, 1872.

Postponed for four weeks from this date for the attendance of the Police Magistrate.

DAVID BELL, J.P.
C. D. FENWICK, J.P.
ABRAHAM NIVISON, J.P.

Court House, Walcha,
30 May, 1872.

PRESENT:—J. Buchanan, P.M.; David Bell, J.P.; G. R. Gill, J.P.; C. D. Fenwick, J.P.; and A. Nivison, J.P.

William Dewson and others v. Thomas Maloney and others, for holding ground in excess at Glen Morrison, under the Gold Fields Act and Regulations. Postponed from May 2nd to this day.

Defendant pleads "Not guilty."

William Dewson, being duly sworn, states:—I am claimant in this case; I appear on behalf of the party; defendant is one of the parties complained of; on the 22nd March last I went to the Glen Morrison quartz-reef, and asked one of the prospectors to show me his pegs; he showed me one, marking the southern boundary of his claim; he refused to show the others; I told him that I had stepped over the ground from the peg marking the southern boundary to a similar peg fixed within a few yards of No. 1 north; I found it to contain upwards of 200 paces; I told the prospectors they have far more ground as prospectors than the Regulations provided for, and that I claim the ground held in excess by them for myself and party of six; I spoke to Hillier; he said if anyone pegged the ground he claimed he would put a peg in them; I said there was no necessity for any pegging of that kind, and again claimed the ground in excess, northward of their working; I came into Walcha on the same day, and applied for a registry provisionally, pending the Commissioner's decision.

By the Bench: There was a case affecting this matter some time since; the information was laid informally, and it was dismissed; I never had any possession of the land before this time; it is about 40 miles to the nearest gold-field.

WM. DEWSON.

Sworn before us, this 30th May, 1872,—

J. BUCHANAN, P.M.

For

For the Defence.

Thomas Miner Maloney, being sworn, states:—I am one of the defendants in this case; I recollect the 22nd March last; I recollect seeing the complainant on the ground; he said nothing to me; I have prospected about nine months on the ground; after I worked there a couple of months I saw encouragement; I came in, and took out a prospecting area; four of us worked in the prospecting claim; there are five of us at present; I hold 400 feet; I and party all hold miners' rights; I have registered the claim; I have worked on it about nine months; I am pegged up by No. 1 north and No. 1 south.

By William Dewson: The Mining Registrar measured my area, supposed to be 200 yards; I pegged the ground out after it was measured; the measurement took place long before I reported payable gold on the 18th or 19th March last.

his
THOMAS MINER × MALONEY.
mark.

Witness to the mark,—G. A. BUCKLAND, C.P.S.

Sworn before us, this 30th May, 1872,—

J. BUCHANAN, P.M.

William Richard Hillier, being duly sworn, states:—I am a partner of Maloney's, and one of the defendants in this matter; I know the complainant, Dewson, in this matter; I remember his coming to our claim sometime in March last; he said he wanted our excess of ground; I told him we had no more ground than we were entitled to.

By Wm. Dewson: We held about 480 feet.

W. R. HILLIER.

Sworn before us, this 30th May, 1872,—

J. BUCHANAN, P.M.

Care dismissed.

J. BUCHANAN, P.M.
DAVID BELL, J.P.
C. D. FENWICK, J.P.
G. R. GILL, J.P.
ABRM. NIVISON, J.P.

I hereby certify that the above is a true and faithful copy of the originals, from 1 to 7 inclusive.
Police Office, Walcha,
1st June, 1872.

G. A. BUCKLAND, C.P.S.

[Sub-Enclosure F to Enclosure to No. 1.]

(Copy.)	1871, Nov. 29.	Quartz-claim.	
		Thomas Maloney	2 6
		Mark Newman	2 6
		Andrew Gallagher	2 6
			<u>7 6</u>

200 yards by 200 yards for protection area.
24th April, 1872.

THOMAS MINER MALONEY.
WILLIAM RICHARD ELLIOTT.
ANDREW GALLAGHER.
MARK NEWMAN.
MICHAEL ROONEY.
JOHN CORBETT.

Glen Morrison, Golden-bar prospecting claim, six men's claim. This claim, originally registered under former Regulations as prospector's claim, &c., 28th March, 1872, and now re-registered under Regulations dated 21st March, 1872. I hereby certify that the above copies are true and correct.

G. A. BUCKLAND, Mining Registrar, 29/5/72.

No. 2.

MR. H. ROMAN to J. RODD, Esq., M.L.A.

Uralla, 22 June, 1872.

Dewson and others v. Maloney and others.

DEAR SIR,

I beg to acknowledge receipt of your favour of 18th instant, and to thank you for your prompt action herein.

By reference to my former communication upon this subject, I believe you will find stated therein the reason assigned by the Police Magistrate and Gold Commissioner for the dismissal of the case in the first instance. It was, that the information was bad, consequent upon our stating therein that defendants held their claim under Regulations prior to those of 21st March, 1872, our claim to the ground in excess not being made until 22nd March. This objection was raised under No. 1 regulation, 21st March, not at the proper time (the initiation of the case), but after the whole evidence had been heard, and whilst the Court was cleared for a consultation by the Justices; so that even at that stage of the proceedings no opportunity was afforded us to argue against the objection.

This case has caused a great deal of excitement throughout the district, and a very prejudicial statement respecting the action of our party in it has been purposely circulated, so that, in simple justification of our own characters, it has become necessary for us to adopt some means to place it in its proper light before the public.

From information this day received, and in which credence can be placed, Maloney's party have this part week washed out of 13 loads of casing between 80 and 90 ounces of gold, and the stone is showing very rich.

Again thanking you for myself and party,

Yours, &c.,
HENRY ROMAN.

No. 3.

7

No. 3.

MR. H. ROMAN TO THE SECRETARY FOR LANDS.

Park House, Park-street,
Sydney, 8 August, 1872.

SIR,

I have the honor to direct your attention to the quartz-mining dispute at the Glen Morrison Reef, near Walcha,—Dewson and others against Maloney and others,—the papers in connexion with which case have been placed before you by Mr. James Rodd, Member for the Northern Gold Fields.

Being aware that through those papers and personal explanations of the matter you are in possession of the full facts and merits of the case, I have the honor respectfully to request that after having Mr. Gold Commissioner Buchanan's reasons for not at once placing us in possession of the ground held in excess by Maloney and party, in accordance with the Gold Fields Regulations, and our application made to him thereunder on 24th March last, instead of referring us to a Bench of Magistrates, you will be pleased to direct that gentleman to proceed forthwith to the disputed ground, measure off Maloney and party's proper area (a prospecting claim for four men) under Regulations in force on 18th March last, and give Dewson and party possession of the ground held in excess, northward of Maloney's workings, according to the claim made by them to the same under Gold Fields Regulations, 21st March, 1872.

Begging your earliest attention to this matter,

I have, &c.,

HENRY ROMAN,

Pro Dewson and Company.

The Minister desires that the area to which J. Maloney and others are entitled at Glen Morrison Reef, near Walcha, may be at once measured off, giving Dewson and Company the land properly belonging to them. Telegram to Commissioner Buchanan.—W.W.S., 13 August, 1872.

No. 4.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BUCHANAN.

13 August, 1872.

THE Minister desires that the area to which J. Maloney and others are entitled, at Glen Morrison Reef, near Walcha, may be at once measured off, giving Dewson and Company the land properly belonging to them.

No. 5.

TELEGRAM FROM MR. EDWARD MARRIOTT TO THE UNDER SECRETARY FOR LANDS.

Armidale, 14 August, 1872.

YOUR telegram of yesterday, relative to certain claims at Glen Morrison, received last night. Mr. Buchanan is away; expected to return in a few days.

No. 6.

TELEGRAM FROM MR. GOLD COMMISSIONER BUCHANAN TO THE UNDER SECRETARY FOR LANDS.

19 August, 1872.

DEWSON v. Maloney, Glen Morrison Reef. A competent tribunal—five Magistrates—decided that Dewson and party had no title to the disputed land. I do not think I have any power to upset decision; please instruct.

MINUTE of the Under Secretary for Lands on No. 6:

THE Minister for Lands considers that although the Gold Commissioner has (as he states) no right to interfere with the decision of the Magistrates, it was not in their power to arrive at a decision when there had been no measurement and no base line laid down, in the absence of which it could not be ascertained what particular land either party was entitled to.

This is what is now required to be done.

W.W.S., 27 August, 1872.

No. 7.

THE UNDER SECRETARY FOR LANDS TO J. RODD, Esq., M.L.A.

Department of Lands,

Sydney, 26 August, 1872.

SIR,

Referring to your letter of the 21st June last, enclosing particulars of a quartz-mining dispute ^{no. 1.} upon the Glen Morrison Reef, between W. Dewson and others and T. Maloney and others, recently heard before the Bench of Magistrates at Walcha, I am directed by the Minister for Lands to inform you that this case has twice been decided by the Bench of Magistrates at Walcha, and under the 15th section of the Gold Fields Act of 1866 their decision is binding.

2. I am at the same time to add that Mr. District Gold Commissioner Buchanan has been instructed to have the area to which T. Maloney and others are entitled, at Glen Morrison Reef, near Walcha, at once measured off, giving Mr. Dewson and party the land properly belonging to them.

I have, &c.,

W. W. STEPHEN.

No. 8.

No. 8.

THE UNDER SECRETARY FOR LANDS to MR. H. ROMAN.

Department of Lands,
Sydney, 27 August, 1872.

SIR,

No. 3

Referring to your letter of the 8th instant, respecting the quartz-mining dispute upon the Glen Morrison Reef, between W. Dewson and others and T. Maloney and others, recently heard before the Bench of Magistrates at Walcha, I am directed by the Minister for Lands to inform you that this case has twice been decided by the Bench of Magistrates at Walcha, and under the 15th section of the Gold Fields Act of 1866 their decision is binding.

2. I am at the same time to add that Mr. District Gold Commissioner Buchanan has been instructed to have the area to which T. Maloney and others are entitled, at Glen Morrison Reef, near Walcha, at once measured off, giving Mr. Dewson and party the land properly belonging to them.

I have, &c.,
W. W. STEPHEN.

No. 9.

TELEGRAM from H. ROMAN to J. RODD, Esq., M.L.A.

28 August, 1872.

BUCHANAN taken no action. Currently reported that nothing will be done by him. Apparently setting all at defiance. Heard he starts for Gulf, Friday; 70 miles opposite direction. Kindly see Minister forthwith.

A telegram to be sent at once to Mr. Buchanan, requiring him to lay base line and measure off claims, as per previous instructions. Refer Commissioner to 65th regulation.—J.S.F., 29/8/72.

No. 10.

THE UNDER SECRETARY FOR LANDS to MR. GOLD COMMISSIONER BUCHANAN.

Department of Lands,
Sydney, 29 August, 1872.

SIR,

No. 6.

In reference to your telegram of the 19th instant, respecting the quartz-mining dispute upon the Glen Morrison Reef, between W. Dewson and others and T. Maloney and others, recently heard before the Bench of Magistrates at Walcha, I am directed to inform you that the Minister for Lands considers that although you have, as therein stated, no right to interfere with the decision of the Magistrates, it was not in their power to arrive at a decision when there had been no measurement and no base line laid down, in the absence of which it could not be ascertained what particular land either party was entitled to. This is what is now required to be done.

I have, &c.,
W. W. STEPHEN.

No. 11.

TELEGRAM from THE UNDER SECRETARY FOR LANDS to MR. GOLD COMMISSIONER BUCHANAN.

29 August, 1872.

No. 5.

THE Minister requires you to lay base line and measure off claims, as per previous instructions by telegram of 14th instant. Letter by post to-day. Report fulfilment of instructions by telegram shortly, and letter at length. Refer to 65th regulation. Urgent.

No. 12.

TELEGRAM from THE UNDER SECRETARY FOR LANDS to MR. H. ROMAN.

29 August, 1872.

o 3.

MR. District Gold Commissioner telegraphed to lay base line and measure off claims in accordance with letter to you of 27th.

No. 13.

TELEGRAM from MR. GOLD COMMISSIONER BUCHANAN to THE UNDER SECRETARY FOR LANDS.

30 August, 1872.

I AM required urgently at Oakwood to lay down base lines of reefs, a very large number of leases having been applied for; payable gold reported, and much disputing. Unless instructed to the contrary I leave on Monday.

Dewson and Maloney's case has been a long time pending, and the Minister for Lands considers that it should be dealt with first.—W.W.S., 30th.

Telegraph.

No. 14.

No. 14.

TELEGRAM from MR. GOLD COMMISSIONER BUCHANAN to THE UNDER SECRETARY FOR LANDS.

30 August, 1872.

THE base lines at Glen Morrison Reefs were laid down by me upwards of four months since, and claims see No. 11. marked off in accordance with section sixty-five. I really do not know what further I can do in this matter.

No. 15.

TELEGRAM from THE UNDER SECRETARY FOR LANDS to MR. GOLD COMMISSIONER BUCHANAN.

31 August, 1872.

DEWSON and Maloney's case has been a long time pending, and the Minister for Lands considers that it see No. 12. should be dealt with first.

No. 16.

TELEGRAM from MR. H. ROMAN to J. RODD, Esq., M.L.A.

Uralla Station, 31 August, 1872.

BUCHANAN temporising dreading exposure; day before second dismissal went upon reef without notifying us or we being present; declared base line, but measured no areas; letter full explanation.

No. 17.

TELEGRAM from MR. A. R. FREMLIN to J. RODD, Esq., M.L.A.

Uralla Station, 31 August, 1872.

LINE laid 29th of May; dared not measure claims; would have proved pre-judgment; case dismissed next day; Buchanan's disobedience—prevarication gives Maloney's excess no title nor us; promised rightful possession.

No. 18.

TELEGRAM from MR. W. G. BRERETON to THE MINISTER FOR LANDS.

Armidale Station, 31 August, 1872.

THE Gold Commissioner promised to go on Monday to Gulf to lay down base line and settle disputes. He says now he can't go. Twenty of us are waiting here, and a hundred on the ground expecting him. We think it very hard and hope you will see into the matter at once.—Gil, Salter, Mitchell, Scholes, Nichols, Rooney, Carr, Cousens, Hopper, Botherill, Connors, Bowman, Elliott, Starr, Burnett, Donnell, Gildard, Ramsay, Stapleton, Ryan.

Commissioner instructed to proceed, and W. G. Brereton informed by direction of the Minister on 3rd September, 1872.—W.W.S.

No. 19.

TELEGRAM from MR. GOLD COMMISSIONER BUCHANAN to THE UNDER SECRETARY FOR LANDS.

Armidale Station, 31 August, 1872.

DEWSON v. Maloney:—This case was settled for (sic) months since. I said before by telegram, and I now repeat, I laid down base line and had claims measured in accordance with law. I regret I should be prevented proceeding to Oakwood; large number of diggers await my arrival, and large interests at stake. I fear great dissatisfaction will ensue. Letter by post.

No. 20.

MINUTE OF THE UNDER SECRETARY FOR LANDS.

THE Minister directs that a telegram be sent to Mr. Commissioner Buchanan, as follows:—"It is confidently asserted here, and would also appear from the papers that if the base lines have been laid down, no claims have been allotted as required by clause 65. The Minister requires that this matter should be cleared up to his satisfaction before you proceed anywhere else. Report fully, and await further instructions."—W.W.S., 31st August.

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No. 21.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BUCHANAN.

31 August, 1872.

It is confidently asserted here, and would also appear from the papers, that if the base lines have been laid down no claims have been allotted as required by clause 65. The Minister requires that this matter should be cleared up to his satisfaction before you proceed anywhere else. Report fully and await further instructions.

No. 22.

MR. GOLD COMMISSIONER BUCHANAN TO THE UNDER SECRETARY FOR LANDS.

Gold Commissioner's Office,
Armidale, 31 August, 1872.

SIR,

In acknowledging the receipt of your letter of the 29th instant, and subsequent telegrams, the last received this afternoon, on the subject of the dispute upon the Glen Morrison Reefs between Messrs. Dewson and others and T. Maloney and others,—I have the honor to inform you that the Minister has been entirely misinformed in supposing the Magistrates of Walcha disposed of the case prior to the laying down of the base line and measurement of claims; the reverse is the fact. I myself laid down the base line of both reefs in the presence of the whole population of Glen Morrison, and had the claims measured prior to the dispute being settled by the Walcha Bench.

The law provides a remedy from the decision of the Bench should Dewson and others choose to avail themselves of it. I allude to sec. 21 of 30 Vict., No. 8. This appears to me to be the legal and proper course. I cannot help respectfully suggesting that it appears to me the more regular course for Messrs. Dewson and others to have adopted in this matter, if they imagine they had any cause of complaint against the decision arrived at by the Bench in their case, would have been, to have made these statements in writing. I should then have been prepared to have fully replied thereto on my own part, and might if necessary have also obtained the views of the other Magistrates who acted with me. Up to the present time I have never been informed the grounds upon which these parties have based their grievance. My experience as a Magistrate for the last twenty years, and Senior Gold Commissioner of the Colony, warrants me in asserting that *ex-parte* statements, however plausible, are most dangerous to act upon. I had in the present case of Dewson and others *v.* Maloney and others, an opportunity of hearing fully both parties, and came to the conclusion, in which I was borne out by every other member of the Bench, that Dewson and party had no right whatever to the ground they claimed. I shall be most happy to forward to the Honorable the Minister for Lands, should he require them, copies of the depositions taken in the case. Your telegram of to-night has prevented my proceeding to Oakwood. I regret this beyond measure, as very large interests are at stake, and large numbers of miners await my arrival and decision on grave disputes. It seems to me the baseless claim set up by Dewson and party is of no moment as compared with these other important duties. In conclusion I would, with the greatest respect, state, that I am prepared to carry out at once any definite instructions in this or any other matter in connection with my duty the Honorable the Minister for Lands may forward to me.

I have, &c.,
J. BUCHANAN, G.C.

MINUTE of the Under Secretary for Lands on No. 22.

IN reference to the latter part of this letter, Mr. Commissioner Buchanan has in accordance with verbal instructions received yesterday from the Minister been directed to proceed to Oakwood.

W.W.S., 3 Sept.

Approved.—J.S.F., 3/9/72.

No. 23.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. GOLD COMMISSIONER BUCHANAN.

3 September, 1872.

PROCEED to Oakwood as proposed; settle dispute—Brereton and others; lay down base lines; return to Armidale as soon as practicable.

No. 24.

TELEGRAM FROM THE UNDER SECRETARY FOR LANDS TO MR. W. G. BRERETON.

3 September, 1872.

COMMISSIONER instructed to proceed to Oakwood to settle disputes, yours and others, and to lay down base line.

No. 25.

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No. 25.

MR. H. ROMAN to THE SECRETARY FOR LANDS.

Uralla, 4 September, 1872.

Sir,

Being aware of the absence from Sydney of Mr. James Rodd, M.L.A., who has been in correspondence with you upon the matter of Dewson and others against Maloney and others,—quartz-mining dispute at Glen Morrison,—I deem it my duty to forward to you personally a communication just received by one of my partners (Mr. Fremlin) from Mr. District Gold Commissioner Buchanan, in answer to a letter addressed to him on the *15th ultimo, having reference to the appointment of a time for putting Dewson and party in possession of land properly theirs. Having the fullest assurance that the statements therein contained are not reconcilable with the true facts of the case, I have deemed it necessary to put you in possession of the same, and I trust this will be ample apology for my again troubling you in this affair.

I have, &c.,

HENRY ROMAN,
(Pro Dewson and party.)

[Enclosure in No. 25.]

Mr. Gold Commissioner Buchanan to Mr. A. R. Fremlin.

Gold Commissioner's Office,
Armidale, 3 September, 1872.

Sir,

Referring to your communication of the 15th ultimo, on the subject of my proceeding to Walcha to put you in possession of your ground at Glen Morrison Reef, I have now to inform you that I have no such instructions as stated by you in your letter. I have delayed answering your letter until now, pending communication with the Lands Department. On the receipt of definite instructions, such as you indicate, the matter of course will meet with my immediate attention.

I am, &c.,

J. BUCHANAN, G.C.

MINUTE of the Under Secretary for Lands on No. 25.

Is it necessary to pursue this matter any further in the absence of further information from the complainant? There is no specific charge in Mr. Roman's letter against the Commissioner, calling for any explanation.

W.W.S., 13 Sept.

It is not necessary. If the parties desire to make a specific charge against the Commissioner, of course they are at liberty to do so.—J.S.F., 26/9/72.

No. 26.

MR. A. R. FREMLIN to THE SECRETARY FOR LANDS.

307, George-street (Rodd's Office),
Sydney, 1 October, 1872.

SIR,

I have the honor again to bring before your attention the case of W. Dewson and others *v.* See No. 7. T. Maloney and others, in reference to the disputed ground at Glen Morrison Reef. I beg to refer to your communication of 26th August last, addressed to James Rodd, Esq., M.L.A., in which you stated instructions had been sent to Mr. Commissioner Buchanan to have the area to which T. Maloney and others were entitled at Glen Morrison Reef, near Walcha, at once measured off, giving W. Dewson and party the ground properly belonging to them—(letter marked 72-1,186 Ml.)

On behalf of W. Dewson and others (with whom I have interest) I have to complain that your instructions of that date have not been obeyed, but that instead, Mr. Commissioner Buchanan, in a letter to you, dated 31st August last, states, "that he himself laid down the base line in the presence of the whole population of Glen Morrison, and had the claims measured prior to the dispute being dismissed by the Walcha Bench."

I have the honor to request you will cause an investigation to be made into the statements of Mr. Buchanan, as I am in possession of evidence that they are not in accordance with the facts of the case. The only time Mr. Buchanan was ever at Glen Morrison was on the 29th May last, in proof of which I beg to hand you enclosure, marked A 1, by which you will see that the base line was laid in the following manner on the Golden-bar Reef. Mr. Buchanan, on the occasion referred to, merely put one peg in, and declared the base line of above reef ran N.N.W. and S.S.E.; and further, that neither on that day nor since no claims have been measured. I beg also to hand you enclosure, marked B 2, in further attestation of the truth of our statements.

As you have now placed before you our contradiction to Mr. Buchanan's statements, I beg the favour of your investigating our case at your earliest convenience.

I have, &c.,

A. R. FREMLIN,
(Acting for W. Dewson and others.)

[Enclosure

[Enclosure A to No. 26.]

WE, the undersigned, being gold-miners holding miners' rights, were present when Mr. Gold Commissioner Buchanan paid his official visit on the 29th May last. That upon that occasion, after inspecting the prospectors' workings, he put one peg in and declared that the base-line of the "Golden-bar Reef" ran by compass N.N.W. and S.S.E., and that the "Golden Star" was a parallel reef running in the same direction; and that at that time no claims were measured off either by Commissioner or by any other person.

Glen Morrison, near Walcha,
27 September, 1872.

JOHN WALMSLEY.
his
RICHARD x DOOLAN.
mark
JAMES WATSON.
T. WHITE.

Witness to the above signatures,—HENRY ROMAN, gold-miner, Uralla.

[Enclosure B to No. 26.]

WE, the undersigned, Certify that we, being gold-miners, and holding miners' rights have forwarded a requisition to Mr. Commissioner Buchanan since his visit here, to come upon Glen Morrison to lay down base lines properly, and measure off claims.

Glen Morrison, near Walcha,
27 September, 1872.

NATHANIEL RIPON.
MONTAGUE TAYLOR.
JAMES WATSON.
And seven others.

MINUTE of the Minister for Lands on No. 26.

1. Having personally investigated the matter of complaint in reference to Mr. Commissioner Buchanan, I find that he has done all that could reasonable be expected of him as a non-professional surveyor, and therefore he has carried out my instructions to the best of his ability.
2. I admit that the miners are under great disadvantages in not having their claims properly marked off. This will be immediately attended to, and the cause of complaint removed as soon as possible. Instructions will be given to a surveyor to lay down base lines, and to measure off the claims.
3. The dispute between Dewson and party and Maloney and party is a question as to whether Maloney and party are entitled to a prospector's claim under prior or the present Regulations. Upon this question I offer no opinion, because I have no jurisdiction or authority to decide in the matter. The parties aggrieved have their remedy under the Gold Fields Act by an appeal to the Court of Petty Sessions.

JAMES S. FARNELL,
28/10/72.

Mr. District Gold Commissioner Buchanan, B.C., 22 Nov., /72.—O.R. (for the Under Secretary.)
To be returned.

No. 27.

J. RODD, Esq., M.L.A., to THE SECRETARY FOR LANDS.

307, George-street,
Sydney, 8 October, 1872.

I have the honor herewith to hand you copies of the original documents relating to the laying down of "base line" on Golden-bar Reef, Glen Morrison. No. 1. Copy of notice calling public meeting. No. 2. List of miners present, including Maloney, Gallagher, Newman, and Hillier, defendants in a case of disputed ground Dewson v. Maloney and others. No. 3. The resolutions and requisition forwarded to Mr. Commissioner Buchanan, with his memo. endorsed.

I have, &c.,
JAMES RODD.

[Enclosure A to No. 27.]

To the miners and shareholders working on the reef, so called, the Golden-bar, Glen Morrison,—

Wishing you, the said miners and shareholders of the said reef to give your support, and likewise to take action in reference to request the Commissioner (Mr. Buchanan) to come and lay the base line according to law, and likewise to bring a practical surveyor with him, and also that a requisition be got up for that purpose, hoping you the miners and shareholders will entertain the object, and be in favour of a public meeting being called, and elect a Chairman to devise the best means to procure the said object in view.

[Enclosure B to No. 27.]

Mr. W. Barraclough and others to Mr. Gold Commissioner Buchanan.

Glen Morrison Diggings,
26 August, 1872.

Sir,

At a public meeting, held in the Glen Morrison Diggings, on the 26th instant, and appointing a Committee out of the said number to carry the following resolutions into effect:—

Resolved,—“1st. That this meeting think it highly desirable that something ought to be done more definite in laying the base line on the said reefs, as the gold-miners feel somewhat injustice done to them, and as they are unable to know from what source that such is the case, but in looking over the rules of the Gold Fields' Act we see that the law has not been carried out in its proper form.”

“2nd. That the Commissioner be requested to come here and lay the base line according to law.”

“That the Commissioner be requested to appoint a practical mining surveyor to lay the base line.”

Hoping this will meet your approbation, and give it your earliest consideration,

Yours, &c.,
W. BARRACLOUGH,
Chairman of Committees.
DAVID KERR,
Secretary of Committees.
JAMES WATSON,
And 50 others.

No. 28.

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No. 28.

THE UNDER SECRETARY FOR LANDS to MR. A. R. FREMLIN.

Department of Lands,
Sydney, 22 November, 1872.

SIR,

In reply to your letter of the 1st ultimo, on behalf of Mr. W. Dewson and party, further^{No. 26.} respecting the measurement of certain auriferous ground at the Glen Morrison Reef, near Walcha, in dispute between them and Messrs. T. Maloney and others, I am directed by the Minister for Lands to inform you, that the miners are no doubt under great disadvantages in not having their claims properly marked off, but this will be immediately attended to, and the cause of complaint removed as soon as possible. Instructions will be given to a surveyor to lay down base lines, and to measure off the claims.

2. In regard to the dispute between Dewson and party, and Maloney and party, as to whether Maloney and party are entitled to a prospector's claim under prior or the present Regulations, this is a question which Mr. Secretary Farnell cannot offer an opinion, because he has no jurisdiction or authority to decide in the matter. The parties aggrieved however have their remedy under the Gold Fields Act by an appeal to the Court of Petty Sessions.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

No. 29.

THE UNDER SECRETARY FOR LANDS to J. RODD, Esq., M.L.A.

Department of Lands,
Sydney, 22 November, 1872.

SIR,

In reference to your letter of the 8th ultimo, enclosing copies of certain documents relating^{No. 27.} to the laying down of base line on Golden-bar Reef, Glen Morrison, I am directed by the Minister for Lands to inform you, that the miners are no doubt under great disadvantages in not having their claims properly marked off, but this will be immediately attended to, and the cause of complaint removed as soon as possible. Instructions will be given to a surveyor to lay down base lines, and to measure off the claims.

2. In regard to the dispute between Messrs. Dewson and party, and Messrs. Maloney and party, therein alluded to by you, as to whether Maloney and party are entitled to a prospector's claim under prior or the present Regulations, this is a question which Mr. Secretary Farnell cannot offer an opinion, because he has no jurisdiction or authority to decide in the matter. The parties aggrieved however have their remedy under the Gold Fields Act by an appeal to the Court of Petty Sessions.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

No. 30.

J. RODD, Esq., M.L.A., to THE SECRETARY FOR LANDS.

Legislative Assembly,
22 November, 1872.

SIR,

I have the honor to acknowledge receipt of letter from Lands Office, dated 22nd November^{No. 28.} instant, with reference to the laying down of base lines of Golden-bar Reef, Glen Morrison. I regret not having received the above at an earlier date, as Messrs. Dewson and party have been anxiously awaiting the same at great trouble and expense.

I have, &c.,
JAMES RODD.

MINUTE of the Minister for Lands on No. 30.

I regret the delay. I have been informed that the letter was despatched as soon as possible. ✓
J.S.F., 28/11/72.

No. 31.

THE UNDER SECRETARY FOR LANDS to J. RODD, Esq., M.L.A.

Department of Lands,
Sydney, 30 November, 1872.

SIR,

In reply to your letter of the 22nd instant, stating that you had received a letter from this^{No. 30.} department of that date, with reference to the laying down of a base line, Golden-bar Reef, Glen Morrison, and your wish that you had received it at an earlier date, I am directed to inform you that the Minister for Lands regrets the delay; but he has ascertained that the letter was despatched with as little delay as possible.

I have, &c.,
OSBORNE RICH,
(For the Under Secretary.)

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No. 32.

TELEGRAM from THE UNDER SECRETARY FOR LANDS to MR. GOLD COMMISSIONER BUCHANAN.

Sydney, 19 December, 1872.

DISPUTED Gold-mining case—Dewson *versus* Maloney. Papers sent to you on 22nd November. Return them immediately, with report.OSBORNE RICH,
(For the Under Secretary.)

No. 33.

TELEGRAM from MR. E. MARRIOTT to THE UNDER SECRETARY FOR LANDS.

19 December, 1872.

No. 32. MR. Buchanan is at Walcha. Your telegram, relative Dewson *versus* Maloney, will be attended to on his return.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TRUNKY GOLD FIELD.

(RETURNS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 24 April, 1873.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 24 July, 1872, That there be laid upon the Table of this House,—

“ A Return showing the amount received for Mineral Leases, Publicans’ Licenses, Wholesale Wine and Spirit and Business Licenses, and Miners’ Rights, for the District of Trunkey, during the last three years.”

*(Mr. Buchanan.)**Question—*

- (1.) The amount received for Mineral Leases for the District of Trunkey, during the years 1870, 1871, 1872.
- (2.) The amount received for Publicans’ Licenses and Wholesale Wine and Spirit Licenses, for the District of Trunkey, during the years 1870, 1871, 1872.
- (3.) The amount received for Business Licenses and Miners’ Rights for the District of Trunkey, during the years 1870, 1871, 1872.

Answer.

(1.)

No. of Leases.	Areas— Quartz and Alluvial.	River-bed.	Year.	Amount.	Total.
	acres.	yards.		£ s. d.	
25	85	100	1870	155 0 0	
48	272	...	1871	316 0 0	
196	1,332	100	1872	1,472 0 0	
				£	1,943 0 0

(2.)

Nature of License.	Year ending—	Amount.	Total.
Publicans' Licenses.....	30 June, 1870	£ s. d. 519 14 6	£ s. d.
do	" 1871	299 18 0	
do	" 1872	240 0 0	
			1,059 12 6
Wholesale Wine and Spirit Licenses	30 June, 1870	20 0 0	
do do	" 1871	20 0 0	
do do	" 1872	60 0 0	
			100 0 0

(3.)

Year.	Miners' Rights.	Business Licenses.	Amount.	Total.
1870	784	60	£ s. d. 415 15 0	£ s. d.
1871	455	63	262 0 0	
1872	420	86	260 5 0	
				938 0 0

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—HOLDERS OF MINERS' RIGHTS AND BUSINESS LICENSES, TAMBAROORA.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

The Petition of the undersigned holders of miners' rights and business licenses, residing in the Mining District of Tambaroora,—

HUMBLY SHOWETH :—

1. That your Petitioners have long suffered under vexatious delays and pecuniary loss by the inefficiency of the Gold Fields Regulations issued from time to time by the Government.

2. That in the opinion of your Petitioners the inefficiency complained of is to be traced to the want of mining knowledge on the part of those entrusted with the framing of the Regulations hitherto issued.

3. That for the many admitted grievous evils under which the miners of New South Wales suffer, some of the remedies provided by the proposed Mining Act of 1873 are not only altogether inefficient, but, in the opinion of your Petitioners, are calculated to aggravate them by making that which was before very obscure and difficult to understand still more obscure and more difficult, especially in the details of the proposed Bill.

4. Your Petitioners would particularly and most respectfully urge on the attention of your Honorable House the fact that the authority to make Regulations for the government of the Gold Fields still remains in the same powers as of old, and therefore we have little hope that there will, under the proposed new Act, be any amendment in this most important respect.

5. Further, your Petitioners wish most humbly to protest against the interference with the arrangement of details exhibited in the body of the Bill now before your Honorable House: First—because the arrangement of such details can be more efficiently effected by other means; second—because by the insertion of the said details the Bill has become so voluminous that, in the opinion of your Petitioners, it is to a large majority of those who are expected to be conversant with it totally incomprehensible.

6. Your Petitioners believe that all Regulations whatever affecting the details of the government of the Gold Fields should be framed by the miners themselves, subject to the approval of the Governor and Executive Council.

7. For this purpose you Petitioners humbly suggest that a central Board, sitting in Sydney, and consisting of ten members, nine of whom should be elected by the different divisions of the Gold Fields, and the tenth to be appointed by the Governor, with the advice of the Executive Council, would meet the requirements of the Gold Fields; and they are further of opinion that any other method by which Regulations are framed will be liable to the same objections as those that have already from time to time been tried and found wanting.

8. Your Petitioners humbly pray that your Honorable House will take the foregoing objections and suggestions into your favourable consideration, and relieve them from the disadvantages under which they at present labour, by amending the Bill in such a way as will render it at once easily understood by the miners, and conducive to the welfare of the community.

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

[Here follow 91 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—HOLDERS OF MINERS' RIGHTS AND BUSINESS LICENSES, TAMBAROORA.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned holders of miners' rights and business licenses residing in the Mining District of Tambaroora,—

HUMBLY SHOWETH:—

1st. That your Petitioners have long suffered under vexatious delays and pecuniary loss by the inefficiency of the Gold Fields Regulations issued from time to time by the Government.

2nd. That, in the opinion of your Petitioners, the inefficiency complained of is to be traced to the ignorance of the details of mining life on the part of those entrusted with the framing of the Regulations hitherto issued.

3rd. That for the many admitted grievous evils under which the miners of New South Wales suffer, some of the remedies provided by the proposed Mining Act of 1873 are not only altogether inefficient, but, in the opinion of your Petitioners, are calculated to aggravate them by making that which was before very obscure and difficult to understand still more obscure and more difficult, *especially* in the details of the proposed Bill.

4th. Your Petitioners would particularly and most respectfully urge on the attention of your Honorable House the fact that the authority to make Regulations for the government of the Gold Fields still remains with the same powers as of old, and therefore we have little hope that there will under the proposed new Act be any amendment in this most important respect.

5th. Further, your Petitioners wish most humbly to protest against the interference with the arrangement of details exhibited in the body of the Bill now before your Honorable House: First—because the arrangement of such details can be more efficiently effected by other means; second—because by insertion of the said details the Bill has become so voluminous that, in the opinion of your Petitioners, it is to a large majority of those who are expected to be conversant with it totally incomprehensible.

6th. Your Petitioners believe that all Regulations whatever affecting the details of the government of the Gold Fields should be framed by the miners themselves, subject to the approval of the Governor and the Executive Council.

7th. For this purpose your Petitioners humbly suggest that a central Board, sitting in Sydney, and consisting of ten members, nine of whom should be elected by different divisions of the Gold Fields, and the tenth to be appointed by the Governor, with the advice of the Executive Council, would meet the requirements of the Gold Fields; and they are further of opinion that any other method by which Regulations are framed will be liable to the same objections with those that have already from time to time been tried and found wanting.

8th. Your Petitioners humbly pray that your Honorable House will take the foregoing objections and suggestions into your favourable consideration, and relieve them from the disadvantages under which they at present labour, by amending the Bill in such a manner as will render it at once easily understood by the miners, and conducive to the welfare of the community.

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

[Here follow 151 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—HOLDERS OF MINERS' RIGHTS AND BUSINESS LICENSES, GULGONG GOLD FIELDS.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

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

The Petition of the undersigned holders of miners' rights and business licenses, resident on the Gulgong Gold Field,—

HUMBLY SHOWETH :—

That your Petitioners were pleased to learn, by the speech of His Excellency the Governor, when opening the present session of Parliament, that a Bill would be at once introduced to amend the laws relating to mining. The Government having since introduced the promised Bill, your Petitioners regret to find that it is not calculated to remove the serious grievances which the gold-miners for many years have patiently suffered, in the hope that the oft promised reform would be initiated every session of Parliament.

That your Petitioners have, in public meeting assembled, considered the Mining Bill now before your Honorable House, and have disapproved of it as a whole, for many and divers reasons hereinafter stated in this Petition, and they most humbly submit for your consideration these reasons, with the hope that the defects of this Mining Bill will be dealt with as your Honorable House in its wisdom may deem best for the development and progress of the great mining industry.

That experience has proved to your Petitioners that the great cause of dissatisfaction and distrust in the management of the gold fields has been the grossly defective character of the various codes of Regulations made from time to time by virtue of the powers vested in the Governor and Executive Council. For nearly twenty years the power to frame the Mining Regulations has been vested in this one source, and with the worst results. The Regulations have been ever obscure in meaning, deficient in details, illiberal in their provisions, and many of them, *ultra vires*, calculated to foster litigation, and have beyond doubt checked the development of the vast auriferous wealth of the Colony. Your Petitioners are strongly of opinion that the miners should be entrusted with the framing of the Mining Regulations, to be approved of by the Governor and Executive Council, ere they become law. And as a Legislative body for this purpose your Petitioners suggest the creation of one central Mining Board for the whole Colony, consisting of ten members, nine of whom to be elected by the miners of the various gold fields, grouped in nine mining divisions, three for each Gold Fields electorate, so that every class of mining would be fairly represented,—the tenth member to be an official chairman, appointed by the Government; this Board to sit in Sydney and the members to be paid a reasonable sum for their time and travelling expenses. By the adoption of this plan your Petitioners earnestly believe that many if not all of the existing defects in the Mining Regulations would be remedied and an impetus given to the development of the gold fields that would be productive of the best results for the miner and capitalist. Educated practical mining experience would be secured for the framing of the Regulations, while the power to veto would still be retained by the Governor and Executive Council.

Your Petitioners have on the discovery of almost every new gold field found that much injustice has been inflicted on the miners by the delay in proclaiming the gold field as required by the Gold Fields Act. If the whole Colony were proclaimed a gold field—as has been the case in Victoria since 1857—all the injustice, delay, and fraud which results from the present necessity for a proclamation would be abolished, while the *bonâ fide* settlement of the public lands would not be retarded and speculative free selection become an evil of the past.

Your Petitioners humbly beg to point out to your Honorable House the pernicious character of the latter part of clause 18 of this Bill, which provides "That it shall be lawful for any holder of a miner's right to take possession of Crown Lands for gold-mining, either for himself or on behalf of any number of persons collectively, being each the owner of a miner's right." This proviso has been tried in several gold

Colonies

Colonies (including this Colony), but was promptly repealed in deference to a strong expression of public opinion on its grave injustice to the miner. By it one man holding dummy miners' rights can occupy a whole lead in claims and farm them out to the working miner on exorbitant terms. By it one man can occupy ground for over hundreds of miles distant to the detriment and exclusion of miners located on the gold field. It is antagonistic to equity, to the development of the gold fields, and will if passed into law jeopardize the peace and good order of the gold fields, as it will legalise a disordered principle, scouted and earnestly condemned by the whole of the miners of Australasia.

Your Petitioners are of opinion that the radical changes contemplated by clauses 24, 25, and 27 of this Bill relating to business licenses is fraught with much injustice to the various business classes of the gold fields.

The increase of the business license fee from one pound to five pounds per annum is retrogressive, and the selling by auction of business and residence areas, improved by the occupants, is antagonistic to the principles of the Land Act of 1861, and in many cases will be absolute ruin to the occupiers.

These clauses are unjust in principle, oppressive in character, and calculated to seriously retard the permanent settlement on the gold fields.

Your Petitioners humbly beg to enter their emphatic protest against the clauses of this Bill relating to gold-mining leases. They deprecate the granting of gold-mining leases indiscriminately on any Crown Lands, being of opinion that the lands open to lease should be only such ground as cannot be effectually worked by ordinary parties of miners, and that only the term "rent" and "maximum area" should be contained in any mining statute, the conditions of the lease being provided for by regulation in order that they could be promptly amended from time to time to meet the requirements of this class of mining tenements, and check the occupation of large areas of auriferous land by impecunious adventurers for purely speculative purposes to the detriment of the working miner and the legitimate mining capitalist.

Your Petitioners view with much alarm the provisions of clauses 50 and 51, relating to special leases, as inimical to the best interests of the miner. These clauses are wrong in principle, and have proved a failure in the Colony of Victoria, from the mining statute of which Colony they have been artlessly copied. No such inducement is required in this Colony owing to the geological character of the auriferous country. Your Petitioners humbly and most earnestly hope that these clauses will be rejected by your Honorable House. Your Petitioners desire to point out a grave defect in clause 84, relating to gold being found in a mineral lease. The clause as it now stands would enable mining speculators under the guise of a mineral lease to occupy 640 acres of auriferous ground to the exclusion of the miner. Your Petitioners would humbly suggest that if gold is found in payable quantities in a mineral lease it should at once be reduced in size to the maximum area of a gold-mining lease, otherwise a fraud upon the public revenue and a monopoly detrimental to the interests of the working miner will result.

Your Petitioners, while approving of the principle of creating wardens (Part 2 of the Bill) by which one officer having allotted to him a defined district shall have supreme control therein, being responsible directly to the Minister in charge of the Gold Fields only for its good management, yet they object to the great and unnecessary discretionary power vested in the said wardens as opposed to the true principles of government, and productive of grave abuses impossible to prevent while human frailty exists. The experience of the management of the gold fields during the past twenty years has furnished indisputable proof of how unwisely and tyrannically this discretionary power vested in Gold Commissioners has been exercised, Gulgong furnishing ample proof; and your Petitioners with all due respect for the wisdom and intelligence of the compilers of this Bill fail to see how calling these officers wardens will imbue them with those superhuman qualifications requisite to enable them to perform their manifold and onerous duties conscientiously and efficiently.

Your Petitioners therefore humbly ask that the duties of these wardens should be excised from the Bill, and clearly defined by mandatory mining regulations, as more compatible with an equitable administration of justice on the gold fields. Your Petitioners view with much distrust the constitution of the Wardens Courts as provided in this Bill, as being productive of delay and a much increased cost in hearing mining disputes. No provision is made for hearing petty disputes on the ground, which, on populous gold fields are very numerous, and rendering their hearing by summons compulsory in a Wardens Court will prove unprofitable to all parties concerned, except the legal profession, and will in many cases be a denial of justice. Your Petitioners strongly disapprove of only three assessors sitting in these Courts with the warden, and especially of the decision of the warden and one assessor being of greater effect than that of two assessors.

The number of assessors should be four, who, with the warden, should have co-equal powers as a jury. Your Petitioners also disapprove of the mode of compiling the list of assessors, and of summoning them for this Court, as too cumbersome for the prompt settlement of simple mining disputes.

Your Petitioners disapprove of the constitution of the Mining Appeal Court provided by this Bill as one that will be productive of ruinous delay and excessive cost. The long intervals between the sittings of the District Courts, the technical and complex mode of entering and hearing appeals, requiring a well-trained legal mind to correctly comprehend, and the limited powers conferred on assessors in deciding appeals will, your Petitioners believe, be productive of grave dissatisfaction amongst the mining community, and lead to much hard-earned money being spent in what may be called technical litigation, which, by creating a more simple tribunal, presided over by a Judge, would be saved.

Your Petitioners are of opinion that an Appeal Court for the rehearing of mining disputes should be thoroughly local in its sittings, so as to enable the miner to avail himself of it at the minimum cost. It should be prompt in its action, and reasonable in its cost, otherwise it will be practically a denial of justice. Its decisions should be based on the mining statute in force, and the regulations made thereunder, so that the jury of assessors would be able by their mining experience and general intelligence to give a decision on every case free from technicalities, and governed by the same laws as those under which the dispute arose.

Your Petitioners humbly suggest that all the clauses of this Bill relating to the conditions of occupation, the registration and the forfeiture of any claim or share therein, should be omitted, and being more effectively dealt with by regulations which could be promptly and suitably amended from time to time as the changing circumstances of the mining industry may demand. Their retention in the Bill will be found productive of much evil, and a serious clog upon the efficient working of claims on every gold field.

Your

Your Petitioners humbly beg to express their disapproval of Part 4, relating to mining upon private property, as not being calculated to settle this grave question on an equitable and satisfactory basis. Your Petitioners are of opinion that mining upon private lands should be compulsory on the owner and open to any holder of a miner's right on notice of intention to mine being given to the owner. Ample restrictions as to the mode of entering upon the land, and the manner of mining, could easily be provided by regulation,—the damage to the lands to be determined by appraisement and arbitration and paid by the miner before work is commenced. Your Petitioners do not enter into the details of this serious question, being of opinion that the legislative body, suggested in the third paragraph of this Petition, would deal with them most effectively, and are further of opinion that such a vexed question would be more carefully considered if dealt with in a Bill separate from that relating to gold fields management.

In conclusion, humbly pray that your Honorable House will give their objections and suggestions your most favourable consideration, and as a result so amend the Mining Bill now before you as to make it an effective measure of mining reform, calculated to benefit the miner—develop the gold fields—materially increase the prosperity of the Colony,—and remove the many serious grievances which the working miner in his arduous occupation has now to contend with in earning his daily bread.

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

[Here follow 3,480 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—HOLDERS OF MINERS' RIGHTS AND BUSINESS LICENSES, STONEY CREEK, IRONBARKS, BURRENDONG, AND MOOKERWA GOLD FIELDS.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

The Petition of the undersigned holders of miners' rights and business licenses, resident on the Stoney Creek, Ironbarks, Burrendong, and Mookerwa Gold Fields,—

HUMBLY SHOWETH:—

That your Petitioners were pleased to learn by the speech of His Excellency the Governor, when opening the present Session of Parliament, that a Bill would be at once introduced to amend the laws relating to mining. The Government having since introduced the promised Bill, your Petitioners regret to find that it is not calculated to remove the serious grievances which the gold-miners for many years have patiently suffered, in the hope that the oft promised reform would be initiated every Session of Parliament.

2nd. That your Petitioners have in public meeting assembled considered the Mining Bill now before your Honorable House, and have disapproved of it as a whole for many and divers reasons hereinafter stated in this Petition; and they most respectfully submit for your consideration those reasons, with the hope that the defects of this Mining Bill will be dealt with as your Honorable House in its wisdom may deem best for the development and progress of the great mining industry.

3rd. That experience has proved to your Petitioners that the great cause of dissatisfaction and distrust in the management of the gold fields has been the grossly defective character of the various codes of Regulations made under the Gold Fields Act, by virtue of the powers vested in the Governor and Executive Council. For nearly twenty years the power to frame the Mining Regulations has been vested in this one source, and with the worst results. The Regulations have been ever obscure in meaning, deficient in details, illiberal in their provisions, and many of them (*ultra vires*) calculated to foster litigation, and have been beyond doubt the means of checking the development of the vast auriferous wealth of the Colony. Your Petitioners are strongly of opinion that the miners should be entrusted with the framing of the Regulations, to be approved of by the Governor and Executive Council, ere they become law; and as a legislative body for this purpose they humbly suggest one central Mining Board, consisting of ten members, nine of whom to be elected by the miners of the various gold fields, grouped in nine mining divisions, the tenth to be an official chairman, appointed by the Government,—this body to sit in Sydney, and to be paid a reasonable sum for their time and travelling expenses. By the adoption of this plan your Petitioners earnestly believe that many if not all of the existing defects in the Mining Regulations would be remedied, and an impetus given to the development of the gold fields that would be productive of the best results for the miner and capitalist. Educated practical mining experience would be secured in framing of the Regulations, while the power to veto would be still retained by the Governor and Executive Council.

4th. Your Petitioners have on the discovery of almost every new gold field found that much injustice has been inflicted on the miners by the delay in proclaiming the gold field, as required by the Gold Fields Act. If the whole Colony were proclaimed a gold field, as has been the case in Victoria since 1857, all the injustice, delay, and fraud which results from the present necessity for a proclamation would be abolished; while the *bonâ fide* settlement of the public lands would not be retarded, and speculative "free selection" become an evil of the past.

5th. Your Petitioners are also of opinion that the radical changes contemplated by clauses 24, 25, and 27 of this Bill, as relating to business licenses, is fraught with much injustice to the business classes on the gold fields. The increase of the license fee from £1 to £5 per annum is retrogressive; and the selling by auction of business and residence areas, improved by the occupants, is antagonistic to the principles of the Land Act of 1861, and will, in many cases, be absolute ruin to the occupiers. These clauses are unjust in principle, oppressive in character, and calculated to seriously retard the permanent settlement of the gold fields.

6th. Your Petitioners humbly beg to enter their emphatic protest against the clauses of this Bill relating to gold-mining leases. They deprecate the granting of gold-mining leases indiscriminately on any Crown Lands, being of opinion that the lands open to lease should be only such ground as cannot be effectually worked by ordinary parties of miners; and that only the term "rent" and "maximum area" should be contained in any mining statute, the conditions being provided for by regulation, in order that they could be promptly amended from time to time to meet the requirements of this class of mining tenement, and check the occupation of auriferous land by impecunious adventurers for purely speculative purposes, to the detriment of the working miner and legitimate mining capitalist.

7th. Your Petitioners view with much alarm the provisions of clauses 50 and 51 relating to special leases as inimical to the best interests of the gold fields. These clauses are wrong in principle, and have proved a failure in the Colony of Victoria, from which they have been artlessly copied, and are altogether unnecessary in this Colony, owing to the geological character of the auriferous country. Your Petitioners humbly and most earnestly hope that they will be omitted from the Bill.

8th. Your Petitioners humbly beg to bring under the notice of your Honorable House a grave defect in clause 84, relating to gold being found in a mineral lease. The clause, as it now stands, would enable mining speculators, under the guise of a mineral lease, to occupy 640 acres of auriferous ground to the exclusion of the miner. Your Petitioners would humbly suggest that if gold is found in payable quantities in a mineral lease it should at once be reduced in size to the maximum area of a gold-mining lease, otherwise a fraud on the public revenue, and a monopoly detrimental to the interests of the working miner, will result.

9th. Your Petitioners while approving of the principle of creating wardens (Part 2 of the Bill), by which one officer having allotted to him a defined district, shall have supreme control therein, being responsible directly to the Minister in charge of the gold fields only for its good management, yet they object to the great and unnecessary discretionary power vested in the said wardens as opposed to the true principles of government, and productive of grave abuses, impossible to prevent while human frailty exists. The experience of the management of the gold fields during the past twenty years has furnished indisputable proof of how unwisely and tyrannically this irresponsible discretionary power vested in Gold Commissioners has been exercised; and your Petitioners, with all due respect for the intelligence and wisdom of the compilers of this Bill, fail to see how calling these officers wardens will imbue them with those superhuman qualifications requisite to enable them to perform their manifold and onerous duties efficiently and conscientiously. Your Petitioners therefore humbly ask that the duties of these wardens should be excised from the Bill, and clearly defined by regulations as more compatible with an equitable administration of justice on the gold fields.

10th. Your Petitioners view with much distrust the constitution of the "Wardens Courts" as provided in this Bill, as being productive of delay, and a much increased cost in hearing mining disputes. No provision is made for hearing petty disputes, which on populous gold fields are very numerous, on the ground; and rendering their hearing by summons compulsory in a Wardens Court will prove unprofitable to all parties concerned, except the legal profession, and in many cases be a denial of justice. Your Petitioners strongly disapprove of only three assessors sitting in these Courts with the warden, and especially of the decision of the warden and one assessor being of greater effect than that of two assessors. The number of assessors should be four, who, with the warden, should have co-equal powers as a jury. Your Petitioners also disapprove of the mode of compiling the assessor's list, and of summoning them for this Court, as too cumbrous for the prompt settlement of simple mining disputes.

11th. Your Petitioners disapprove of the constitution of the Mining Appeal Court provided by this Bill as one that will be productive of ruinous delay and excessive cost. The long intervals between the sittings of the District Courts, the technical and complex mode of entering and hearing appeals (requiring a well-trained legal mind to correctly comprehend), and the limited powers conferred on assessors in deciding appeals, will, your Petitioners believe, be productive of grave dissatisfaction amongst the mining community, and lead to much hard-earned money being spent in what may be called "technical litigation," which, by a more simple tribunal, presided over by a Judge, would be saved. Your Petitioners are of opinion that an Appeal Court for rehearing mining disputes should be thoroughly local in its sittings, so as to enable the miner to avail himself of it at the minimum cost. It should be prompt in its action and reasonable in its cost, otherwise it will practically be a denial of justice. Its decisions should be based on the mining statute in force and the Regulations made thereunder, so that the jury of assessors would be able by their mining experience and general intelligence to give a decision on every case free from technicalities, and governed by the same laws as those under which the dispute arose.

12th. Your Petitioners humbly suggest that all the clauses of this Bill relating to the conditions of occupation or registration, or forfeiture of any claim or share therein, should be omitted as being more effectively dealt with by Regulations, which could be promptly and suitably amended, from time to time, as the changing circumstances of the mining industry may demand. Their retention in the Bill will be found productive of much evil, and a serious clog upon the efficient working of claims on every gold field.

13th. Your Petitioners humbly beg to express their disapproval of Part 4, relating to mining on private property, as not being calculated to settle this grave question on an equitable and satisfactory basis. Your Petitioners are of opinion that mining on private lands should be compulsory on the owner, and open to any holder of a miner's right, on notice of intention to mine being given to the owner,—the damage to the lands to be determined by appraisal and arbitration, and paid by the miner before work is commenced. Your Petitioners do not enter into the details of this serious question, being of opinion that the legislative body, suggested in the third paragraph of this Petition, would deal with them most effectively; and are further of opinion that such a vexed question would be more carefully considered if dealt with in a Bill separate from that relating to gold fields management.

In conclusion, your Petitioners humbly pray that your Honorable House will give their objections and suggestions your most favourable consideration, and as a result so amend the Mining Bill now before you as to make it an effective measure of mining reform, calculated to benefit the miner, develop the gold fields, materially increase the public prosperity, and remove the many serious grievances which the working miner in his arduous occupation has now to contend with in earning his daily bread.

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

[Here follow 241 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—MINERS AND OTHERS, BILLABONG GOLD FIELD.)

Ordered by the Legislative Assembly to be printed, 16 January, 1873.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of Miners and others residing on and about the Billabong Gold Field,—

SHOWETH :—

That your Petitioners view with great distrust the new Gold Fields Bill before your Honorable House.

That your Petitioners humbly submit that the Bill is unsuited to the requirements of the management of the Gold Fields in general ; that your Petitioners humbly beg to enter their emphatic protest against division 3, as likely to encourage adventurers, who are to be found on the Gold Fields, for purely speculative purposes, to the detriment of the working miner.

Your Petitioners also humbly beg to protest against the provisions of clauses 50 and 51, relating to special leases.

Your Petitioners view with much concern the very great discretionary power given to Wardens, in Part II of the Bill.

Your Petitioners, therefore, humbly pray your Honorable House will give their objections your most favourable consideration, and so amend the Mining Bill now before you as to make it an effective measure of mining reform ; and your Petitioners will, as in duty bound, ever pray.

*[Here follow 332 Signatures.]*Bushman's, Currajong,
9th January, 1873.

1872-3:

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—MINERS AND OTHER RESIDENTS OF CUNNINGHAM CREEK.)

Ordered by the Legislative Assembly to be printed, 17 January, 1873.

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

The humble Petition of the undersigned Miners of Cunningham Creek and Cumbamurra Gold Field, and its vicinity,—

RESPECTFULLY SHOWETH:—

That the miners resident in this district are gratified at Parliament taking up the cause of mining reform.

That the new Mining Bill possesses many provisions which are good, as, for instance, the appointment of a Mining Minister and department.

That the Bill has many and grave defects, as, for instance, that provision which gives the Governor and Executive Council power to frame Regulations which, in our opinion, should be framed by the miners themselves, first to be approved of by the Governor and Executive Council; and we respectfully suggest that one central Mining Board be established, consisting of ten members, nine to be elected, and a competent Chairman to be appointed by the Government; the Board to sit in Sydney, and the members to be paid a fair sum for their time and travelling expenses.

That, in consequence of the various new features presenting themselves on nearly every new gold field, your Petitioners are strongly of opinion that a Board of the above mentioned description is the only effectual method of dealing with the matter satisfactorily to the miners, and for the better development of the mineral resources of the Colony.

That your Petitioners are strongly in favor, to prevent the unnecessary delay and inconvenience that naturally arises from the delay in proclaiming gold fields by the Government, that the whole Colony should be proclaimed a gold field, the same as in Victoria.

That the Act is far too elaborate, and contains many things which could be better provided for by regulation.

That your Petitioners pray that the House will amend these defects in Committee, and at once pass a measure to suit the requirements of the miners as quickly as possible.

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

[Here follow 90 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINING BILL.

(PETITION FOR AMENDMENT—MINERS, STOREKEEPERS, AND OTHERS, OF PEEL RIVER AND ADJACENT GOLD FIELDS.)

Ordered by the Legislative Assembly to be printed, 4 February, 1873.

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

The Petition of the undersigned miners, storekeepers, and other residents of the Peel River and adjacent Gold Fields,—

HUMBLY SHOWETH:—

That your Petitioners have seen with considerable satisfaction that it is the intention of Parliament to make some change in the laws relating to the management of the Gold Fields of this Colony.

That your Petitioners have considered the new Mining Bill now before your Honorable House, and desire to express their satisfaction that it contains some beneficial provisions, such as the establishment of separate Department of Mines, presided over by a responsible Minister.

Also the appointments of Wardens in separate districts, to take charge of mining affairs.

Also the proclamation of Gold Fields by the discovery of payable gold. Also several other satisfactory arrangements.

That your Petitioners, while admitting that the new Mining Bill is, on a whole, an improvement upon the present Gold Fields Act, are strongly of opinion that it contains some provisions which, if they become law, will be very injurious to the mining community, particularly the provision whereby, in clause 86, the mining regulations are to be framed by the Governor and Council,—an arrangement which has been tried for years and has signally failed, and which will not, in the opinion of your Petitioners, be much better under a Mining Department.

That your Petitioners would strongly recommend the amendment proposed by the Honorable the Member for Gold Fields South as a great improvement on the proposed regulation.

That clause 24, whereby licenses are to be charged £5 be not more than £1, as at present.

That clause 89, enacting that all proceedings in Wardens Court by summons, is bad and should not become law—that summary proceedings in all cases of encroachment.

Clause 129, that provisions for District Courts be Mining Courts of Appeal, is faulty, and should be made final in all cases of appeal.

Clause 151,—holders of miners' rights having under cultivation more than $\frac{1}{4}$ acre of land should not be subject to any fine,—the Warden be empowered to authorize entry upon any land held in excess of $\frac{1}{4}$ acre.

Clause 73,—delaying the issue of lease after being granted,—should be abridged and issued as in clause 47 of Regulations 1866.

Clause 74, that one pound fee to be paid to Warden for delivery of lease should not be allowed.

Clause 50, that the words "leave it to the opinion of Warden" be omitted; that it read,—“that expensive works are requisite.”

Part 4,—clauses bearing on private property are very bad and oppressive. Your Petitioners would recommend the resumption of auriferous lands. That your Petitioners pray your Honorable House will amend the many grave defects which are in the Bill, when the measure gets into Committee.

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

[Here follow 111 Signatures.]

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINERAL SELECTION AT TOGO.
(PETITION AS TO DECISION OF MINISTER FOR LANDS—MINERS OF BRAIDWOOD.)

Ordered by the Legislative Assembly to be printed, 7 November, 1872.

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

The humble Petition of the undersigned Miners in the District of Braidwood,—

RESPECTFULLY SHOWETH:—

That your Petitioners became aware of the existence of a copper lode at Togo, in the District of Shoalhaven, from information received from one of their co-partners.

That immediate steps were taken by them to inspect the lode and mark the ground, and the amount of rent for sixty acres, with application for a lease under the Crown Lands Act, was forwarded to Mr. Duguid, of Sydney, on the 7th of July last, and that the application was made by that gentleman in the name of your Petitioners on the 8th of the same month.

That during this time one George Orford, who had been informed of the lode by one of your Petitioners, took or directed one Captain Stobo (who had recently arrived in the district in search of copper) to the ground.

That your Petitioners have been informed that at some subsequent date the said Captain Stobo also applied for a lease of the same ground.

That your Petitioners have been informed that the Honorable the Minister for Lands has authorized the issue of a lease of the ground to Captain Stobo, to the exclusion of your Petitioners, notwithstanding that they were the discoverers and first applicants.

That your Petitioners believe that a great injustice has been done to them by the Honorable the Minister for Lands being deceived by and upon some false and *ex parte* statement.

Your Petitioners therefore humbly pray that your Honorable House will take such action in the matter as may appear meet, in order that justice may be done.

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

October 15th, 1872.

[*Here follow 6 Signatures.*]

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINERAL SELECTION AT TOGO.

(MADE BY MESSRS. M'GRATH, BENNISON, AND LARMER.)

Ordered by the Legislative Assembly to be printed, 27 November, 1872.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 9th August, 1872, That there be laid upon the Table of this House,—

“Copies of all applications, correspondence, documents, and minutes
“relative to a Mineral Selection made by Messrs. M'Grath, Bennison, and
“Larmer, at Togo, county of St. Vincent.”

(Mr. Robertson.)

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MINERAL SELECTION AT TOGO.

No. 1.

MESSRS. BROWN AND JONES TO THE SECRETARY FOR LANDS.

Sydney, 8 July, 1872.

SIR,

We have the honor to enclose a receipt for the sum of £40, which we have deposited in the Colonial Treasury as the first year's rent for two portions of 80 acres each, which we are desirous of leasing under the 22nd clause of the Crown Lands Occupation Act; and we request that we may be favoured with the necessary authority to enable us to select the area specified, for the purpose of working copper.

We have, &c.,
ALFRED BROWN,
per T. S. JONES.
THOS. S. JONES.

[Enclosure to No. 1.]

NEW SOUTH WALES.

(No. 11,120.)

The Treasury, 8 July, 1872.

RECEIVED from A. Brown and T. S. Jones the sum of forty pounds, for deposit on application for authority to select 160 acres for mineral purposes, in two 80-acre blocks.

£40 : 0 : 0

W. NEWCOMBE,
pro Treasurer.

No. 2.

THE UNDER SECRETARY FOR LANDS TO MESSRS. BROWN AND JONES.

Department of Lands,
Sydney, 8 July, 1872.

GENTLEMEN,

Selection
reported at 2:35,
8/7/72.

In compliance with the request contained in your application of this date, I am instructed by the Secretary for Lands to convey to you authority to select, within twelve months from this date, two blocks of 80 acres each from any available Crown Lands, for the purpose of working minerals other than gold, subject, of course, to all prior claims, and to all the conditions of the Crown Lands Occupation Act of 1861, and the regulations founded thereon.

2. If no unobjectionable selection be reported to this Department within twelve months from this date, the present authority will be considered obsolete, and the first year's rent already paid by you will be forfeited.

I have, &c.,
LINDSAY G. THOMPSON,
For the Under Secretary.

No. 3.

MESSRS. BROWN AND JONES TO THE SECRETARY FOR LANDS.

Notification of selection of land for mining purposes other than gold-mining.

Sydney, 8 July, 1872.

SIR,

Received at 2:35,
8/7/72.

We have the honor to report to you that, in pursuance of the authority conveyed to us in the letter of the Under Secretary for Lands, dated 8th instant, we have selected the portion of Crown Lands hereunder described, for the purpose of working copper, viz. :—80 acres, county of _____, parish of _____, situated on the west side of Togra Creek,—one half south the other half north of the crossing-place to Quereira Station.

We have, &c.,
ALFRED BROWN,
per T. S. JONES.
THOS. S. JONES.

Mr. Knapp, L.-S.—J.S., 26 August.
L.-S. Knapp, 30 August.

No. 4.

3

No. 4.

MESSRS. BROWN & JONES to THE SECRETARY FOR LANDS.

Notification of selection of land for mining purposes other than gold-mining.

Sydney, 2 July, 1872.

SIR,

We have the honor to report to you that in pursuance of the authority conveyed to us in the letter of the Under Secretary for Lands, dated 8th instant, we have selected the portion of Crown Lands hereunder described, for the purpose of working copper, viz.:—80 acres, county of ^{Received at 2 35} parish of ^{8/7/72}, situated on the east side of Togra Creek, commencing at the crossing-place to Quereira Station, and running south.

We have, &c.,

ALFRED BROWN,
per T. S. JONES.
THOS. S. JONES.

Mr. Knapp, L.-S.—J.S., 26 August.
L.-S. Knapp, 30 August.

No. 5.

MESSRS. M'GRATH & PARTY to THE SECRETARY FOR LANDS.

74, Pitt-street, Sydney,
8 July, 1872.

SIR,

We have the honor to enclose a receipt for the sum of £15, which we have deposited in the Colonial Treasury as the first year's rent for one portion of 60 acres, which we are desirous of leasing under the 22nd clause of the Crown Lands Occupation Act; and we request that we may be favoured with the necessary authority to enable us to select the area specified, for the purpose of working copper.

We have, &c.,

DUGLEY M'GRATH,
JOHN M'GRATH,
DENIS M'GRATH,
BERNARD M'GRATH,
FRANK M'GRATH,
WILLIAM E. LARMER,
WILLIAM N. BENNISON,
Pro DUGUID & Co.

[Enclosure.]

(No. 11,096.)

The Treasury, New South Wales,
8 July, 1872.

RECEIVED from Dugley M'Grath and others (as below) the sum of fifteen pounds sterling, for deposit on application for authority to select 60 acres for mineral purposes, in one block.

W. NEWCOMBE,
pro Treasurer.

£15 : 0 : 0

Dugley M'Grath, John M'Grath, Denis M'Grath, Bernard M'Grath, Frank M'Grath, William E. Larmer, William N. Bennison.

No. 6.

THE UNDER SECRETARY FOR LANDS to MESSRS. M'GRATH & PARTY.

Department of Lands,
Sydney, 8 July, 1872.

SIRS,

In compliance with the request contained in your application of this date, I am instructed by the Secretary for Lands to convey to you authority to select, within twelve months from this date, 60 acres from any available Crown Lands, for the purpose of working minerals other than gold, subject, of course, to all prior claims, and to all the conditions of the Crown Lands Occupation Act of 1861, and the regulations founded thereon. ^{Selected reported} ^{at 12-30, 8/7/72.}

2. If no unobjectionable selection be reported to this Department within twelve months from this date, the present authority will be considered obsolete, and the first year's rent already paid by you will be forfeited.

I have, &c.,

LINDSAY G. THOMPSON,
For the Under Secretary.

No. 7.

No. 7.

MESSRS. M'GRATH & PARTY TO THE SECRETARY FOR LANDS.
Notification of selection of land for mining purposes other than gold-mining.

74, Pitt-street, Sydney,
8 July, 1872.

SIR,

Received at 12.30.
8/7/72.

We have the honor to report to you that, in pursuance of the authority conveyed to us in the letter of the Under Secretary for Lands, dated this day, we have selected the portion of Crown Lands hereunder described, for the purpose of working tin, viz.:—60 acres, county of St. Vincent, parish of Quira to Togo intersects that creek, and thence by lines to the cardinal points, Maitland's traverse, from Quira to Toga runs through centre of the 60 acres applied for.

We have, &c.,

DUGLEY M'GRATH,
JOHN M'GRATH,
DENIS M'GRATH,
BERNARD M'GRATH,
FRANK M'GRATH,
WILLIAM E. LARMER,
WILLIAM N. BENNISON,
Pro DUGUID & Co.

No. 8.

MESSRS. BROWN AND JONES TO THE SECRETARY FOR LANDS.

32, Hunter-street,
11 July, 1872.

SIR,

Understanding that portion of the land taken up by us under mineral lease at Togra or Tonga Creek, county of St. Vincent, has been tendered for by written application in Sydney by some other persons, we have the honor to inform you that such persons have never been on the ground, and as we are in possession and occupation, under the authority of the Minister for Lands, we claim to hold it against all merely speculative selectors, in accordance with the decision of the *Minister for Lands and the opinion of the Crown Law Officers.

We are, &c.,

ALFRED BROWN,
per T. S. JONES.
THOS. S. JONES.

* This must refer to a previous decision in another case, by a former Minister.—J.S.F.

Let a statutory declaration be made as to the facts of possession and occupation on the 8th July.—
J.S.F., 15/7/72.

No. 9.

STATUTORY DECLARATION BY THOMAS SHELL JONES.

New South Wales, City of Sydney, }
to wit. }

I, THOMAS SHELL JONES, of No. 32, Hunter-street, in the City of Sydney, in the Colony of New South Wales, do solemnly and sincerely declare, that the two 80-acre blocks of land at Togra or Tonga Creek, in the county of St. Vincent, taken up in the names of Alfred Brown and myself on the 8th instant, were taken up on account of Robert Stobo, and I agree to transfer them to him when required; and I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "*An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales and to substitute declarations in lieu thereof and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

THOMAS S. JONES.

Taken and declared in the City of Sydney, in the said }
Colony, this 16th day of July, 1872, before me,— }

G. R. ELLIOTT, J.P.,
One of Her Majesty's Justices of the Peace.

No. 10.

STATUTORY DECLARATION BY ROBERT STOBO.

New South Wales, City of Sydney, }
to wit. }

I, ROBERT STOBO, of _____-street, in the City of Sydney, in the Colony of New South Wales, do solemnly and sincerely declare, that I am the rightful owner of the two 80-acre blocks of land on Tanga Creek, taken up under the 22nd clause of the Crown Lands Occupation Act by Messrs. Alfred Brown and Thomas Jones on the 8th instant, and that on that day I was in possession of the land, and had

had two men at work upon it, opening up the ground to trace the lode of copper ; and I declare moreover, that the insertion of Messrs. Brown and Jones's names as the selectors of the land from the Crown was done in error, and that to the best of my belief they are willing to transfer to me absolutely all their right and title to the land in question ; and I further solemnly declare that, to the best of my knowledge and belief, no other person whatever had been on the ground to prospect it or work on it, as I have had two men there from the 3rd instant, and that on the 8th instant they were in possession and at work on it on my account ; and I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "*An Act for the more effectual abolition of oaths and affirmations-taken and made in various departments of the Government of New South Wales and to substitute declarations in lieu thereof and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

ROBERT STOBO.

Taken and declared in the City of Sydney, in the said }
Colony, this 16th day of July, 1872, before me,— }

R. PEEL RAYMOND, J.P.,
One of Her Majesty's Justices of the Peace.

No. 11.

MESSRS. DUGUID & CO. (ON BEHALF OF MESSRS. M'GRATH AND PARTY), to THE UNDER SECRETARY FOR LANDS.

74, Pitt-street North,
Sydney, 17 July, 1872.

SIR,

We understand that certain parties are disputing the right of our clients, the Messrs. M'Grath, Larmer, and Bennison, to their mineral lease of 60 acres on Toga Creek, county of St. Vincent, selected on 8th instant, on the grounds that our clients are merely speculators and not *bonâ fide* selectors. We shall be prepared to lay before you in a few days statutory declarations from our clients, showing that they were not only in possession of the land on the day named, but that they had been prospecting in the neighbourhood for many weeks previous.

Pending the production of these documents we have to request that you will be so good as to withhold judgment in this case.

We have, &c.,
DUGUID & CO.

No. 12.

STATUTORY DECLARATION BY ALFRED BROWN.

New South Wales, City of Sydney, }
to wit. }

I, ALFRED BROWN, of Elizabeth-street, Redfern, in the City of Sydney, in the Colony of New South Wales, do solemnly and sincerely declare that the two 80-acre blocks of land at Togra or Tonga Creek, in the county of St. Vincent, taken up in the names Thomas Shell Jones and myself, on the 8th instant, were taken up on account of Robert Stobo, and I agree to transfer them to him when required ; and I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "*An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales and to substitute declarations in lieu thereof and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

ALFRED BROWN.

Taken and declared in the City of Sydney, in the said }
Colony, this 20th day of July, 1872, before me,— }

GERARD PHILLIPS,
One of Her Majesty's Justices of the Peace.

No. 13.

MR. R. STOBO to THE SECRETARY FOR LANDS.

Sydney, 22 July, 1872.

SIR,

I would most respectfully beg to bring to your notice the following circumstances in connection with the disputed mineral lease at Tonga Creek :—

I was the first who thoroughly prospected the land about Narriga, and about the end of May, having discovered good indications, left for Sydney to take up land, and, after doing so, found I had been anticipated by Larmer, M'Grath, and others, having taken it up by telegram.

Since then, after great expense and labour, I discovered good ground on Tonga Creek, left two men in possession, with tools, provisions, &c., and left for Sydney to take up the land, which was done on the 8th instant. I now learn that the same parties—Larmer, M'Grath, and others—had taken it two hours before I did, although I was in undoubted occupation.

Under these circumstances I would humbly crave your favourable consideration, as if I fail in getting this land the consequences will be ruinous to me.

I have, &c.,
ROBERT STOBO.

No. 14.

No. 14.

MESSRS. DUGUID & Co. to THE UNDER SECRETARY FOR LANDS.

74, Pitt-street North,
Sydney, 23 July, 1872.

SIR,

No. 11.

Referring to our letter of the 17th instant, we have now the honor to enclose statutory declarations from W. E. Larmer, W. N. Bennison, and John M'Grath, relative to the selection made by them of 60 acres of land for mineral purposes, on 8th instant, at Togo Creek. We also beg to enclose Mr. Bennison's letter on the subject, to the contents of which we have to request you will be good enough to give your most particular attention.

Asking that Mr. Bennison's letter may be returned to us after perusal,

We have, &c.,
DUGUID & CO.

[Enclosures.]

A.

WE, W. E. Larmer, of Braidwood, licensed surveyor, and W. N. Bennison, of Braidwood, miller, do solemnly and sincerely declare, that with reference to an application to select 60 acres at Togo Creek, as a mineral lease, on the 8th instant, that we were *bond fide* prospectors in the neighbourhood of that land for several weeks; also, that I, W. E. Larmer, have camped out all the winter as prospector; and we 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 effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

W. E. LARMER.
W. N. BENNISON.

Made and signed before me, at Braidwood, }
this 22nd day of July, 1872,— }
J. H. GRIFFIN, J.P.

B.

I, JOHN M'GRATH, farmer, of Quiera, near Togo Creek, do solemnly and sincerely declare, that on the 8th instant I was in possession of certain land at Togo Creek, which was taken up as a mineral lease on behalf of myself and six other persons, and that I have been in possession of the land ever since. I further declare that I have been prospecting for minerals in the locality in question for several weeks, and that the selection of the land referred to was a *bond fide* result of my prospecting labor; 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 effectual abolition of oaths and affirmations taken and made in the various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

JOHN M'GRATH.

Made and signed before me, at Braidwood, }
this 22nd day of July, 1872,— }
J. H. GRIFFIN, J.P.

C.

Mr. W. N. Bennison to Messrs. Duguid & Co.

Braidwood, 22 July, 1872.

Gentlemen,

In accordance with my father's (Mr. Bennison, senior's) intimation, received by me on Thursday last, I proceeded to the Togo mine, and have returned last evening, bringing with me John M'Grath, whose declaration is herewith transmitted to you. Had I known at the time I started that Frank M'Grath's declaration would be required, I should have brought him back with me. He was also prospecting the mine previous to application. It was by the merest chance that Stobo was laid upon the scent of the mine. Mr. Larmer and myself also herewith declare to having been prospectors in the neighbourhood for many weeks previously. If you think it quite necessary Frank's declaration can be obtained, though it seems hard we should be compelled to fight such a shadow as Stobo, and have to ride for a hundred miles to bring the parties from the mine to make these declarations, there being no Magistrate nearer than Braidwood. You will understand that this is the second time that Stobo has attempted this trick. The first was with the Corang (St. Bernard) mine, when, knowing well that Bernard M'Grath was the discoverer of that mine, after infinite toil, as a prospector, he (Stobo) endeavoured to wrest from M'Grath all the advantages attendant on the discovery; and though M'Grath's application was first for that mine, and he (Stobo) knew that he was so, yet kept him at bay for a fortnight, stating that he was acting by the advice of Mr. Brown, of the Lands or Treasury.

I am, &c.,
W. N. BENNISON.

No. 15.

MR. R. STOBO to THE SECRETARY FOR LANDS.

Sydney, 25 July, 1872.

SIR,

I would most respectfully beg to submit to you the following additional facts in connection with the disputed mineral lease at Tonga Creek.

On the 4th June I paid for and took up 40 acres on the Shoalhaven River, one and a-half mile above the junction of the Corang. After being on the ground from 10th to 13th June, Larmer and two M'Grath's came and told me the ground was theirs as they had taken it, by telegram, several days before I did. I had therefore to leave and look for fresh ground. The 40 acres still stand in my name, and I submit that I am entitled to hold, if not the whole of the land selected on Tonga, at least the 40 acres taken up on the 4th June; and I am prepared to prove that neither Larmer or the M'Grath's had prospected the disputed ground from the 26th June till 8th July, as I have one of the men here who held possession for me from the 3rd till 13th July; and further, that their first application was very indefinite, and did not state which side of the creek the 60 acres were to be taken, nor was it specified that it was to be on both sides of the creek.

I have, &c.,
ROBERT STOBO.

No. 16.

7

No. 16.

MEMORANDUM OF MR. THOMPSON.

HEREIN are two sets of Statutory Declarations,—one from Stobo and party, and the other from M'Grath and party, in support of their respective claims to certain mineral lands at Togra Creek, county St. Vincent, submitted. See Nos. 9, 10, &
12.
See No. 14.

L.G.T., 26/7/72.

My decision is in favour of Stobo.—J.S.F., 3/8/72. See memo. over.—See No. 19.
Inform Stobo and Dr. Wilson.—L.G.T. Urgent, 7/8/72.

No. 17.

DECLARATION OF ALFRED BROWN.

I, ALFRED BROWN, do hereby solemnly declare that I was at Tonga Creek, county of St. Vincent, from Tuesday, 2nd July, till Tuesday, 16th July, and that I was joined by Hugh Henry on Saturday, the 6th July, with tools and provisions; and that we commenced work, clearing away to show copper-lode, on Monday, the 8th instant; and that we held possession for Robert Stobo, who had gone to Sydney to take up the land; that I remained on the land till the 16th instant; and that, to the best of my knowledge and belief, Hugh Henry has continued to hold the land for R. Stobo ever since.

I further solemnly declare there was no one prospecting or at work, or anyone even seen on the ground, except one man after cattle, from the 8th to the 13th July, and that, to the best of my knowledge and belief, Hugh Henry and myself were the only persons near the ground, viz.,—the two blocks applied for by Robert Stobo: 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 sixth year of the reign of His late Majesty King William the IV, intituled, "*An Act to repeal an Act of the present Session of Parliament intituled An Act for the more effectual abolition of oaths and affirmations taken and made in various Departments of the State and to substitute declarations in lieu thereof and for the more entire suppression of voluntary and extra-judicial oaths and affidavits and to make other provisions for the abolition of unnecessary oaths,*" and by virtue of the provisions of an Act of the Governor and Legislative Council of New South Wales, made and passed in the ninth year of the reign of Her Majesty Queen Victoria, intituled "*An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales and to substitute declarations in lieu thereof and for the suppression of voluntary and extra-judicial oaths and affidavits.*"

ALFRED BROWN.

Declared and subscribed before me, in the City of Sydney,)
and Colony aforesaid, on the 27th day of July, one)
thousand eight hundred and seventy-two,—

C. T. RENWICK, J.P.

No. 18.

J. B. WILSON, Esq., to THE SECRETARY FOR LANDS.

Sydney, 29 July, 1872.

SIR,

On the 8th July Messrs. M'Grath, Bennison, and Larmer made a mineral selection of 60 acres at Togo Creek, county of St. Vincent, in which I have an interest, and I understand they have been called upon to make a declaration to the effect that they were in possession of the ground when the selection was made. This declaration has been sent in; and in further corroboration of it I beg to inform you that two of the Messrs. M'Grath's live in the immediate locality, in fact, within a mile of the ground, and not only marked the selection, but have been on it, both at the time of selection and daily since. The party making the declaration, to the effect that the Messrs. M'Grath & Co. were not in possession, are, in fact, the only speculative prospectors.

I have, &c.,
J. BOWIE WILSON.

No. 19.

J. B. WILSON, Esq., to THE SECRETARY FOR LANDS.

Sydney, 6 August, 1872.

SIR,

Referring to my previous letter, and our conversation yesterday, respecting Messrs. M'Grath & Co.'s mineral selection at Togo, county of St. Vincent, which is disputed by a Captain Stobo, and concerning which a declaration has been made by a Mr. Brown, to the effect that none of the Messrs. M'Grath's party were on the ground from the 2nd July to the 16th July, and a counter-declaration by J. M'Grath, to the effect that he was on the ground daily from the date of selection, I beg leave to suggest, as you appear to consider the priority of actual occupation of so much importance, that further evidence be called for, as I distinctly state that Mr. Brown's declaration can be *clearly disproved*, and that of Mr. M'Grath verified by incontestable evidence. See No. 18.

I would also draw your attention respectfully to the fact that Captain Stobo, the claimant, has, by his own showing, never been in possession.

As I stated in my former letter, my excuse for writing to you is that I have an interest in Messrs. M'Grath and Company's claim.

I have, &c.,
J. BOWIE WILSON.

No. 20.

No. 20.

THE UNDER SECRETARY FOR LANDS to DUGUID & Co.

Department of Lands,
Sydney, 14 August, 1872.

GENTLEMEN,

With reference to your letter of the 17th ultimo, on behalf of Messrs. M'Grath and party, respecting their claim to a mineral lease of 60 acres on Togo Creek, in the county of St. Vincent, included in a mineral selection applied for and taken possession of by Captain Stobo, I am directed to inform you that after a full consideration of the several declarations of the parties interested in this matter, the Minister for Lands has decided in favour of Captain Stobo.

I have, &c.,
W. W. STEPHEN.

No. 21.

THE UNDER SECRETARY FOR LANDS to CAPTAIN STOBO.

Department of Lands,
Sydney, 14 August, 1872.

SIR,

Referring to your letter of the 25th ultimo, further respecting the mineral lease on Togo Creek, in the county of St. Vincent, in dispute between Messrs. M'Grath, Larmer, and Bennison and yourself, I am directed to inform you that the Honorable the Minister for Lands has given his decision in your favor.

I have, &c.,
W. W. STEPHEN.

No. 22.

PETITION OF MESSRS. DUGUID & Co.

To His Excellency SIR HERCULES GEORGE ROBERT ROBINSON, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its dependencies, and the Executive Council of New South Wales.

The Petition of Duguid and Co., agents for Messrs. M'Grath, Bennison, & Larmer,—

HUMBLY SHOWETH:—

That on the eighth day of July last, Messrs. M'Grath, Bennison, & Larmer made a mineral selection at Togo, county of St. Vincent, and that some time afterwards the same piece of land was selected by Messrs. Brown & Jones.

Notwithstanding the priority of selection by Messrs. M'Grath & Co., the Honorable the Minister for Lands has decided that the lease of the said land should be granted to a Captain Stobo, Mr. Brown having declared that the selection by Messrs. Brown & Jones was made in mistake, and that the selection made in their names should have been in the name of Captain Stobo.

Your Petitioners believe that this decision is contrary to law and equity, and that Messrs. M'Grath & Co. are entitled to the lease of this land on account of their priority of selection, and also from the fact of their having been in constant occupation.

Your Petitioners therefore humbly pray that your Excellency and the Council may be pleased to cause a reconsideration of this case, and, should the decision of the Honorable the Minister for Lands be affirmed, to delay the issuing of a lease to the said Captain Stobo, pending a reference to the Legislative Assembly, the Honorable Member for West Sydney (Mr. Robertson) having moved for a copy of the papers in this case, which has been ordered to be laid on the table of the House.

And your Petitioners will ever pray.

74, Pitt-street North,
Sydney, 19th August, 1872.DUGUID & CO.,
Agents for MESSRS. M'GRATH, BENNISON, & LARMER.

Cabinet have considered petition, and see no reason for interfering with decision of Minister.—
H.P., 18/9/72.

The Under Secretary for Lands informs Messrs. Duguid & Co. of the decision of the Cabinet.—
L.G.T., 20/9/72.

B.C., 20 August, 1872.—H.H.

No. 23.

THE UNDER SECRETARY FOR LANDS to MESSRS. DUGUID & Co.

Department of Lands,
Sydney, 4 October, 1872.

GENTLEMEN,

Referring to the petition which, as agents for Messrs. M'Grath, Bennison, & Larmer, you addressed to His Excellency the Governor and the Executive Council, appealing against the decision given by the Honorable the Minister for Lands in the case of the mineral land at Togo Creek, in the county of St. Vincent, in dispute between your clients and Captain Stobo, I am directed to inform you that your petition was brought under the consideration of the Cabinet, and that the Cabinet see no reason for interfering with the decision referred to.

I have, &c.,
W. W. STEPHEN.

1872.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CROWN LANDS OCCUPATION ACT OF 1861.

(REGULATIONS FOR WORKING FOR GOLD ON LAND LEASED FOR MINING PURPOSES OTHER THAN GOLD.)

*Ordered by the Legislative Assembly to be printed, 8 November, 1872.*Department of Lands,
Sydney, 13 September, 1872.

MINERAL LEASES.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Regulation having reference to working for gold on land leased under the Crown Lands Occupation Act of 1861, for mining purposes other than gold, and determining the conditions upon which, when gold is found to exist upon any such lands, the lessees shall be entitled to extract and retain possession of the same.

JAMES S. FARNELL.

From and after the 1st day of October next, whenever payable gold is found to exist on lands leased under the Crown Lands Occupation Act of 1861, for mineral purposes other than Gold-mining, it shall be lawful for the Lessee or Lessees of the said lands to retain the said gold, notwithstanding that the same is reserved by the lease, upon payment by way of rental, in addition to that prescribed by the above-mentioned Act, of a royalty of 5 per centum upon the value of the gold obtained.

In any cases, however, in which the auriferous nature of the land so leased, or the quantity of gold obtainable therefrom in proportion to any other minerals, shall appear to him to justify it, the Minister for Lands shall have a discretionary power of refusing to allow the said lands to be worked upon royalty, and causing the Lessee or Lessees to work the same under, and at the rental prescribed by the Gold Fields Regulations.

Persons extracting gold under a royalty will be required to enter into a Bond for the due payment of the same, any infraction of the conditions of which will involve the forfeiture of their leases.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINERAL LEASES OTHER THAN GOLD OR COAL.

(AMOUNTS RECEIVED FROM 1ST JANUARY TO 31ST OCTOBER, 1872.)

Ordered by the Legislative Assembly to be printed, 13 November, 1872.

STATEMENT of Amounts received for Mineral Leases other than Gold or Coal, from the 1st January to 31st October, 1872.

PERIOD.	AMOUNT.
	£ s. d.
January	520 0 0
February	1,633 12 2
March... ..	3,460 12 6
April	5,472 10 0
May	9,408 1 3
June	14,698 10 0
July	21,057 8 9
August	16,858 13 10
September	43,631 3 4
October	12,291 11 2
	£ 129,032 3 0

The Treasury,
13th November, 1872.

FRANCIS KIRKPATRICK,
Accountant.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

TIN-BEARING COUNTRY, DISTRICT OF INVERELL.

(REPORT BY C. T. WILKINSON, I.S., ENCLOSING REV. W. B. CLARKE'S REPORT ON GEOLOGICAL SURVEYS, 7 MAY, 1863.)

Ordered by the Legislative Assembly to be printed, 15 January, 1873.

MR. LICENSED-SURVEYOR WILKINSON to THE SURVEYOR GENERAL.

Inverell, 6 December, 1872.

SIR,

At your request I have the honor to furnish you with a few notes on the geological character of part of the tin-bearing country in the district of Inverell.

Since my arrival here, and until within the last fortnight, I have been almost entirely occupied with the survey of the new village at the Bundarra Crossing on Cope's Creek, so that at present I am able to give you only a short description of the geology of the country in the vicinity of Cope's Creek.

With the exception of those on Lower Cope's Creek, I have examined most of the principal tin mines from near the Bundarra Crossing to the neighbourhood of the village of Tiengah, including the Britannia, Darby's Creek, Albion, New Banca, Cope-Hardinge, Hit or Miss, Pentowan, Inverell, Victoria, Lyngarra (Captain Swinton's), Morning Star, St. Helena, Comet, and other mines.

The principal geological formations in this district are greenstone-trap, granite,—and, about two miles north from Cope's Creek some of the hills are cropped with tertiary gravelly cement, and a remarkable sandy ironstone, composed almost entirely of small round ferruginous concretions.

The surface features of the country are very broken, consisting of irregular lines of rugged hills, seldom higher than 500 feet, and where of granite formation are frequently covered with huge masses and boulders of rock of the most grotesque forms, while, in places along the tortuous course of Cope's Creek, narrow alluvial flats occur, and in others the rocky hills terminate abruptly, forming wild precipices and ravines—no slight obstacles to the progress of the surveyor.

At the Bundarra Road Crossing, and for 2 miles to the south, the formation is greenstone-trap; but immediately to the north and west the granite appears, and extends for some distance.

This greenstone-trap consists in some places of a hard—almost black rock, resembling dense basalt, and contains small nests of radiating crystals of a greenish mineral, probably epidote; in other places it changes into a hard crystalline quartzite, like an altered fine-grained sandstone. This forms excellent road metal, and is easily quarried, for near the surface it readily breaks up into small angular fragments. With the exception of some granite about a mile from the Bundarra Road, this trap rocks extends to the eastward up Cope's Creek as far as Captain Swinton's station, where it is traversed in a north-westerly direction by several dykes (one 10 yards wide) of entire granite. These dykes are split up by numerous vertical joints, running E. 5° N., similar to those in the adjoining granite. Quartz veins occur in the greenstone, and as there is little doubt but that some of them will be found auriferous I would encourage prospectors to test them; several coarse specks of gold from the alluvial in the creeks have been shown to me.

The granite formation varies much in character, from the simple binary combination of quartz and felspar to that with mica added, the three components varying in colour and in proportion even within the space of a few yards. Eastward of Captain Swinton's station it becomes porphyritic, and assumes a white speckled appearance, from the numerous enclosed crystals (about an inch in size) of white felspar (orthoclase). In many places cavities occur in the granite; these are frequently lined with beautiful crystals of smoky quartz; small nests of radiating crystals of black tourmaline (school) are also common in the rock.

Thin veins of quartz and vertical joints traverse the granite in a northerly direction; these have been "faulted" in a remarkable manner by another set of joints running between E. 5° N. and N.E., the faults or slips are, on a small scale, as perfect as those commonly seen in the carboniferous and other sedimentary strata. They are well shown in the granite at the Rex Tin-mining Company's ground on Middle Creek, or the Cope-Hardinge mine, near Tiengah; and again, about 8 miles lower down Cope's Creek. Indeed, throughout the whole granite area I now describe, the system of joints and veins prevails, and in some parts so regularly is the granite split up or cleaved by these vertical joints that it has the appearance of a stratified formation with the strata turned up on edge.

I have paid particular attention to this system of joints and veins, for at present no minerals of value have been found in those having a *meridional* direction, while with but one or two exceptions it is only in the veins and joints bearing E. 5° N.E. (which are evidently of more recent origin) that the tin lodes have been found in the vicinity of Cope's Creek. It is of the greatest importance that the modes of occurrence of the tin ore should be clearly ascertained, in order that the miner may be guided with certainty in his prospecting operations.

In the Boundary Tin-mine several quartz veins have been opened in ordinary tertiary granite; they strike E. 20° N., and the dip is nearly vertical. The quartz is coarsely crystalline, and the tin ore occurs in crystals scattered through it, also to a small extent through the encasing granite walls. One of the veins now about to be opened has a soft and more felspathic casing than the others. Another reef has been struck on Simonis' mineral lease, near Sutherland's Water. It consists of an irregular dyke or vein of felspathic granite about 2 feet thick, traversing, in a direction E. 15° 20' N., porphyritic granite. Narrow veins of quartz run through the dyke, and both it and the quartz contain thin lodes and patches of pure tin ore beautifully crystallized. The stone is much stained with green and red oxides of iron. The general character of this dyke should I think encourage further prospecting of it.

About half a mile to the westward another lode of tin ore has been discovered on Thompson's land; it occurs in hard granite, is about 3 inches thick, with a thin parting of quartz running along the middle of it, and its bearing is the same as the other lodes in this district,—about E.N.E.

On the Hit or Miss Co.'s ground, at the head of Long Gully, a soft felspathic eurite dyke, about 2 feet wide, has been opened to a depth of 20 feet; its dip is vertical, and a lode of solid tin ore, from 2 to 4 inches thick, follows down the centre of it; it should be further prospected. A few yards to the east a quartz reef crops out on the surface, apparently connected with this lode. For two or three hundred yards from this lode several smaller lodes of tin ore, from a quarter to one inch thick, with thin quartz veins, have been disclosed by removing the surface soil, which is rich in small angular fragments of tin ore, evidently derived from these lodes. All the lodes strike about E. 20° N.

About a mile to the S.W., on the Wollumbi Co.'s land, a shaft has been sunk 25 feet in hard grey porphyritic granite, traversed by several narrow dykes of white eurite. In these, 11 thin seams (each about a quarter of an inch thick) of oxide of tin, in fine crystals, have been found in a width of about 5 feet. They all bear E.N.E.

On the north side of Cope's Creek, about a mile from Captain Swinton's station, Messrs. Martin and Irwin have found a dyke about 20 feet wide of white felspathic eurite in granite of a similar character; its direction is E. 5° N., and a few thin seams of tin ore and quartz run through it. The surface soil on the side of the hill below this dyke is now being sluiced, and yields from 20 to 40 lbs. of tin ore to the load. About one mile to the N.E., Messrs. Martin and Irwin have another block of land adjoining that of the Inverell Company. Here, in the surface soil at the head of a gully, they have found lumps of solid tin ore 3 or more inches thick; these are not waterworn, and must therefore have been derived from a lode not far distant, in prospecting for which several thin lodes of tin ore have been found; also a quartz vein 4 inches thick, with crystals of tin ore scattered through it; their course is about E. 15° N.

At the Britannia Co.'s Mine, on Darby's Branch Creek, above its junction with Cope's Creek, a quartz vein 8 inches thick traverses granite in the same direction as the joints, E. 20° N. It contains iron pyrites, galena, and green carbonate of copper. I have collected specimens of this stone for assay.

As before mentioned, some of the hills north of Cope's Creek are capped with deposits of gravel and ironstone. These are of tertiary formation, and in lithological character resemble the older pliocene drifts and leads of Victoria. Exactly as we should expect, therefore, I have observed in these hills patches of very *waterworn* gravel, which appears to be the remains of an alluvial lead or watercourse, that in the older Tertiary period flowed across the country now occupied by a very different system of drainage. Near the Cope-Harding mine, a small patch of this waterworn drift occurs, which the prospector of it informed me yielded from 4 to 15 pounds weight of stream tin to the dish; but being cemented it could not be well sluiced without crushing. About half a mile to the south the drift is seen again, partly covered up by a flow of basaltic lava. This lava stream, as is frequently the case in Victoria and elsewhere, may indicate the course of the old valley down which it flowed. I advised the proprietors of the land to prospect this spot. The tertiary formation may be noticed again on one block of the Inverell Co.'s land, and in the ranges to the N.E. a small patch also occurs on Sawpit Hill, on Captain Swinton's land.

The new Banca Tin Mining Co. are now sluicing the surfacing from the top of a range where this tertiary drift has been all-but removed by denudation. It averages about 13 pounds weight of stream tin to the load. The tin ore is coarse and as much waterworn as the rounded pebbles of the drift from which it is derived,—significant evidence of the former transporting force of the old water stream, whose gravelly channel is now marked only by isolated remnants here and there on the tops of the ridges; the intervening spaces having been washed away by recent atmospheric influences, which have hollowed out the present valleys.

On the New Banca Company's ground this drift deepens towards the north, and, overlaid by basaltic lava, it appears to continue in a north-easterly direction, but I had not time to examine it further.

Hitherto miners have carefully confined their operations to working the recent alluvium in the beds of the creeks; surfacing on the sides of the hills has been carried on to some extent, but the creek drifts have yielded the largest supply of tin ore. Narrow alluvial flats extend along the course of Cope's Creek; in them the alluvium seldom obtains a greater thickness than 20 feet, the wash-dirt scarcely averaging 2 feet thick. In the bed of the creek but little stripping is required, and the wash in places averages 3 feet deep. The yield is from a few ounces up to 8 or 10 pounds' weight (in some instances) of stream tin to the dish, and is generally the same in most claims, though some have larger rich patches than others. In Mr. Holme's claim, the "Victoria," between Captain Swinton's station and the Inverell Company's mine, *eleven cwt.* of stream tin in one day have been obtained by twelve men.

I have collected statistics from twenty-seven mines, the yield of tin ore up to the present time, together with the number of the men employed, &c. These statistics show that 310 were employed for an

average

average period of *four months*, and that the total yield of tin ore has been 319 tons; of this, one mine, the Britannia, has raised 50 tons in six months.

In estimating from these data the average earnings per man, it must be remembered that, owing to the inclemency of the weather, floods, and the time required for the erection of necessary improvements and machinery, the miners were not actually employed in raising tin ore probably more than three-quarters of the average time above stated. When the weather becomes more settled, and the miners fully employed, the average returns from Cope's Creek will probably increase.

The above-mentioned 319 tons of ore were from only twenty-seven mines. There are other mines in this district which I was unable to visit. However, I believe that the total yield of stream tin from Cope's Creek up to the present time will not much exceed 400 tons.

From the foregoing notes it will be seen that a geological examination of the Cope's Creek District is not without much interest and value. We notice that the four principal formations are greenstone trap, granite, the older tertiary gravels, and the recent alluvial deposits.

In the greenstone trap I believe that auriferous quartz reefs will reward the prospector. The granite in this district is, so far as we know, the source of the tin ore, and from what has been ascertained up to the present time, we learn that the tin lodes are associated with the numerous veins and joints which traverse the granite in a direction between E. 5° and N.E., and also that the largest lodes yet discovered occur with quartz veins in felspathic eurite dykes. Should larger dykes, therefore, of this character, and having the above-mentioned bearing, exist, they may probably be found to contain profitable tin lodes. There is no reason why such lodes may not exist: hitherto so little attention has been devoted in searching for them.

The discovery of the older tertiary alluvial leads is doubtless of much importance. Where this old drift has been tested *in situ* it has been found rich in coarse stream tin. If the actual channel of the old stream could be found it might be found richly payable. But I would also draw the attention of prospectors to where the present gullies have cut through the lead and redistributed its rich contents in their own channels a few hundred yards lower down. Where similar instances occur in Victoria, the beds of the existing gullies are sometimes found richer than that of the old lead they have cut through; they have as it were ground-sluiced the contents of the lead which once crossed the present valley, and have concentrated its rich minerals within their own narrow channels.

With reference to the richness of the recent alluvial deposits in Cope's Creek, the statistics which I have given above will speak favourably. Some of the smaller claims cannot take long to be worked out, while many others it will require several years to exhaust them of their riches, according to the number of men employed and the system of management.

I cannot believe that in many cases astonishing rich yields will be revealed, but there can be no doubt that tin-mining in this district will become a profitable industry for a numerous population during many years to come.

Rich specimens of copper ore found in the district have been shown to me.

Sapphires of various colours are of common occurrence with the stream tin in Cope's Creek.

Two diamonds are said to have been found in Darby's Branch Creek,—on the Britannia Mine. I am informed that as many as *sixty* diamonds from one claim and *forty* from another were obtained lately in the Bora or Maids Creek, a few miles S.W. from the Bundarra, crossing Cope's Creek.

I have taken barometric observations (with an aneroid) of the principal localities from Murrurundi to Inverell, and in this district, in order to ascertain approximately their heights above sea level, but these I hope to embody in a future Report on the Inverell District.

In the years 1852 and 1853, I believe, the Rev. W. B. Clarke explored the Northern Districts,* and reported on their tin-bearing character.

I wish that I had here his "Northern Reports" for reference,—they would be most valuable for me.

I have, &c.,
C. T. WILKINSON,
Licensed Surveyor.

Recommended that this report be brought before the public, as it contains most valuable information, and perhaps laid before Parliament. At the same time, it might also be well to publish an extract from the Report of the Revd. W. B. Clarke, dated 7th May, 1853; the portions marked in pencil appear to bear most upon the subject—the whole report being too lengthy for publication.—P.F.A.

Copy of this to be prepared for laying before Parliament, together I think with the accompanying printed papers.—J.S.F., 3/1/73.

[Enclosure.]

Letter from the Rev. W. B. Clarke, to the Honorable the Colonial Secretary, on the Geological structure of the western slopes of the Highlands of New England, between the summits of the Cordillera and the interior, in the basins of the Gwydir and Macintyre Rivers.

REPORT No. VIII.

Tarahmbwoan, Ranger's Valley, Severn River,
7th May, 1853.

Sir,

During the period which has elapsed since I had the honor of forwarding my last Report, I have been engaged in exploring the western falls of New England, and a considerable tract in the district of the Gwydir; but I have had to contend with, at least, seven weeks of rainy weather, and therefore the interval that has occurred has been extended longer than I anticipated. I trust, however, that the following remarks will show that I have not been neglectful of the objects of my expedition.

In the instructions which I had the honor of receiving from His Excellency the Governor General, I was directed to follow down "the westerly waters towards the meridian of Warialda," and to "examine so much of the adjacent country as time might allow."

I have now the honor of stating, for His Excellency's information, that I have followed down in succession every main creek and river for a considerable distance to the westward, between the Rocky River and the Mole inclusive, that I have examined the Macintyre River (crossing it at seven different points between its source and its junction with the Severn), and that

that I have followed the Gwydir to the termination of the ranges to the westward of Warialda, having seen the sun set upon an horizon as level as the Pacific, in the direction of Moree, where Major Mitchell, in his expedition of 1832 (about 9th January), reached the Gwydir. As I was within less than 100 miles of the point on the Karoola where that expedition terminated, and as I have seen a considerable portion of the upper part of that river, as well as crossed the tracks of the late Mr. Cunningham in his expedition of 1827, I did not consider it necessary to pursue my journey further west, into what is known to be an almost level country, with scarcely a rise of a few feet above the elevation of the interior; and as the desert traversed by the late Mr. Kennedy, between the Warrego and the Culgoa, lies not more than 250 miles to the westward of my last station, I consider that I have completed the observations necessary for a due west and east section from that desert to the highest part of the Cordillera, having carried a chain of barometrical observations backwards and forwards, between the commencement of the interior and the summit of the "Dividing Range."

As it is my intention to complete the section, on the same west and east course to the tidal waters, should I be enabled to succeed, I feel confident that this undertaking will not be considered unimportant in its results to the physical history of this country, especially as respects its geological structure.

I have further to state, for the information of His Excellency, that I have made careful barometrical observations on every summit, in succession, of the Ben Lomond Range, for the purpose of assisting in the settlement of a doubtful determination, and have obtained data, by the barometer and theodolite, for the calculation of the differences of level throughout a considerable part of the area under discussion.

Lastly, I have, during this survey, explored the Gold Field on the Bingera, and associated creeks falling into the Gwydir.

It is now my duty to lay before His Excellency a succinct account of the general geological results at which I have arrived.

I wish, however, to premise, that one of the objects which I had in view, in examining so many of the creeks and rivers in succession, was to ascertain whether an opinion expressed by me in my Report of the 15th November 1852 was correctly formed, and if so, what is to be considered the northern boundary of the auriferous tract alluded to in the following extract from the Report in question:—

"Looking at the disposition of the waters between this neighbourhood," (the Peel River) "and the head of the Hastings, on the one hand, and Bingera, on the other, I expect that in a north-west direction from Cobrabad to the latter Gold Field, the precious metal will be found generally distributed over a breadth of country perhaps thirty miles wide," &c.

From what I had since seen, I think I might have safely written *sixty or eighty*, instead of thirty miles; but I would wish to explain, for the benefit of persons in Europe, who may perchance be misled by the interpretation of the word "*miles*," that I do not, of course, allude to miles of solid gold, but to miles of land in which gold, more or less, may be found. From some expressions in English journals, which have, I fear, wilfully or carelessly misled many intending emigrants, whose imaginations and cupidity overreach their common sense, I deem it right to repudiate any such exaggerated accounts as the evil genius of Mammon has invented out of expressions which are strictly true as relating to the superficial area of certain auriferous tracts of country, but literally false if they are to be received according to the meaning which, it seems, for purposes best known to the interpreters, has been assigned to them. I have always been very anxious to avoid any exciting language, and I have been sorry to learn that out of those statements which I thought I had guarded by much caution (for which caution I have been sometimes blamed by persons in the Colony), the invention of the designing, or the eagerness of the covetous, has distilled a conclusion which my published statements do not justify, and to which no private letters of mine to persons in or out of the Colony, lend any authority. Having universally refused, when solicited, to give any information to Gold-dealing Companies, and having referred to these Reports to His Excellency as the only exposition of my views for which I hold myself responsible, I deem it right, and a solemn duty to the Government, to the Legislature, to the in-coming population of the Colony, and to myself, to declare that if, as I have been informed, my name has been employed in deceiving any persons at Home, it has been without my sanction or knowledge, and against the fairest interpretation of the words which I may have used in describing such parts of the country as I have found to be auriferous.

I can appeal with satisfaction to many persons in the Gold Fields, who have expressed their confidence in these Reports by stating that, after following my tracks, they have found that I have never "deceived them." Such persons would not interpret an auriferous tract 80 miles wide to mean 80 "miles of gold"; and it is in the desire of saving disappointment to some who may be unfitted for the laborious occupation of gold-seeking, and the doubtful results of even diligent work in a rich Gold Field, that I take occasion to introduce this warning, in my own defence, and for their benefit, that though gold may be procured easily enough in some localities, and though it may occur in an area of 80 miles wide and 150 miles long, the success will, probably, be obtained by few, and disappointment be felt by many.

The geological formations of which the present area is composed consist of various granites, porphyries, serpentine, and ordinary trappean products; metamorphic and unchanged slates, quartzites, and limestone; a series of carboniferous deposits, identical with that of the Hunter and Wollondilly basins; and alluvial deposits derived from the preceding, which are either spread locally, and of no considerable thickness, on the slopes of the rocks from which they have been produced, in the bottoms of dried lagoons, now forming muddy plains; or, as in the case of the interior, in deep stratified drift, through which the great rivers wind their sluggish way in drouthy weather, or in times of flood pour a muddy torrent to the far interior, between banks which they have cut in their passage through the slightly declining country.

It will simplify the description of this region to arrange the formations under separate heads.

I. GRANITE.—Rocks of this description, apparently of more than one period of emission, have been already described in my former Reports. They may be considered as forming a narrow band on the western side of the table-land between Boorolong and Maryland, sometimes cresting the Cordillera, but generally occupying a position subordinate in elevation to the trappean rocks, which form the frequent peaks and platforms, and which have forced their way through the granite or connected porphyry which it has overflowed. At the back of Maryland the grey granite is flanked by red granite, which also appears in various points between Warwick and Maryland, and between the latter place and the Severn, to the north-west of which line the country is chiefly slate.

The grey granite, which is auriferous on the Rocky River, is continued down the Bundarra or Gwydir to the neighbourhood of Mount Drummond, and is more or less auriferous throughout.

Granite, also auriferous, occurs about the Dividing Range at Boorolong, and as far as Larrayanuar (Sandy Creek); at the heads of Clarendon Creek and Sandy Creek, in both of which I found particles of gold.

Cope's Creek runs through granite, and is also auriferous.

Granite occupies a considerable area at the head of that creek, as at New Valley, and on the M'Intyre, between the junction of Ouerra Creek with that river and Newstead Creek. Paradise Creek also flows in part through granite. In the two last-mentioned localities I found no gold, the character of the rock being different to that of the Bundarra.

Granite also occurs in the lower part of Graham's Valley, and at Stonehenge and Beardy Plains, as well as near Dundee, where it is metalliferous, but, so far as I have seen, without gold. A singular grey hornblendic granite occurs about the junction of the main branches of the Severn, at Tarahmbwoan (meeting of the waters), and about Ranger's Valley.

Granite appears slightly near Nullamana, at the head of Frazer's Creek, and somewhat to the eastward of the junction of the Severn and M'Intyre. Between Ottley's Creek and the latter river I traversed a wide range of granite, the character of which induced me to think that gold will be found in small quantity in that range. It appears in the low grounds at Bannockburn, near the head of Byron Creek, and in the same way at Gurahmin, but rises to some elevation between the latter place and the M'Intyre, at Bukkulla. It extends for 17 or 18 miles to the northward of Gurahmin. It is probably connected with the appearance of the same formation between the falls of Cope's Creek and Keera. The Gwydir there breaks through the ranges in such an abrupt manner as to render the country impassable. It has, in this respect, an analogy with the Snowy River, near Biddi; it is in each case due to the direction of the main joints traversing the rock. A third instance is supplied by the M'Intyre, south of Coorubarumbarate, which traverses for some distance a vertical gorge of granite, giving to the river a character very much in contrast with its usual features. The Mole also flows in part through a gorge of granite. Grey granite occupies a portion of the country below the range, east of Terrahihi, between the Weah-waa and Horton's River, and on the latter; and I think may be found in some of the deep defiles which intersect the broken knot of mountains of the Nundawar Range, as between Tyreel and Caroga, on the west side of the former range.

Although it is very probable that other localities, which my time did not allow me to explore, might prove a still more extended existence of granites, the above examples are sufficient to show that it is widely distributed in the area under discussion, and, in connection with the already described tracts of granite on the Upper Namoi and Gwydir, which are known to be auriferous, it is probable that other auriferous patches may exist in the basal granitic region, or in some of the creeks not yet explored, in the higher portions of it. As granite exists on the table-land of New England, and on the deep and precipitous

falls

falls to the Clarence (on the geology of which river I hope hereafter to be able to report), and about Maryland rises into lofty domes of striking outline as seen from the westward, we shall perceive that the solid nucleus of the mass of country represented by the districts of New England and the Upper Clarence, and in part by those of the Gwydir and Liverpool Plains, is granite of some kind, and that some of these granites may be the oldest formations, though from their connection with other igneous masses it is equally probable that other portions of the granites are of later eruptions. The granite about Mount Mitchell is auriferous.

I have not deemed it necessary to particularize the numerous observations I have made on the changes of mineral constitution and structure of these granites; it may suffice to say that their texture varies, and that their composition passes, on the one hand, by sensible or insensible gradations, into ordinary trappean rocks, and on the other, into binary and simple rocks, in which felspar and quartz respectively exclude all other materials. I wish, however, to mention, that at one spot (Bannockburn), the granite holds numerous lumps of steatitic matter, partially decomposing, which seems to disclose a connection with *magnesian* rocks, of which there are abundant examples in the serpentines hereafter to be mentioned, and the localities of which are not very far distant. At any rate, this granite contains more than the usual proportion of magnesia.

These granites are occasionally traversed by quartz veins, as well as veins of felspar, the latter mineral having been segregated on each side of a thin fissure, instances of which occur at Gurahmin.

The whole of the granites betray marks of erosion and decay, and some singular instances of rocking stones may be noticed in almost every granite locality; they are not, however, so well developed as in the grey variety, nor do they present the lofty pyramidal terminations which are so striking in the southern counties, being generally rounded, peeling off in concentric flakes. Crystals of blue, smoky, and brown quartz, as well as limpid rock crystal, occasionally occur; tourmaline in radiating masses is also met with.

Of metals beside gold I have met with sulphuret of antimony, as near Mount Mitchell and in the Boorolong Run, (as well as from the neighbourhood of Gara); graphite and molybdenite in radiating masses occur in the granite east of Dundee, and in more plentiful quantity near New Valley; wolfram and oxide of tin, with tourmaline, occur near Dundee and in Paradise Creek, and it is probable that this ore of tin is plentifully distributed in the alluvia of other tracts, as I have found it amidst the spinelle rubies, oriental emeralds, sapphires, and other gems of the detritus from granite. Iron also occurs in various modes in the veins traversing granite; and I am informed that both copper and lead have been detected in granite along the Peel; I saw the specimens but did not find them.

Such indications as the above prove that a granitic region is not so barren as some persons may be inclined to suppose.

If the ore of antimony should be found in any quantity hereafter, it will be valuable, but the experience of geologists is against the probability that it will be found abundant in or near granite of the age to which I am inclined to refer its matrix in New England.

Whilst thus naming metals from the district of New England, I take occasion to correct an error in my Fourth Report, which was accidental, by substituting the word *lead* for *galena*. The spe. gr. showed that the metal was not common galena or sulphuret of lead, but *native lead*, a mineral of very rare occurrence, and respecting the existence of which in other countries there has been much discussion among geologists. On looking into some notes made years ago, I find that I had recorded, as existing in the neighbourhood of the Peel, the occurrence of green malachite and a yellowish-white highly magnetic metal, having spe. gr. of 8.0 and a hardness of 5.5, the form also and other characteristics of placodine (an arsenical nickel); it dissolved readily in nitric acid, but was partially oxidised superficially. It has since been found on Wear's Creek, further to the south-west.

It may be interesting to mention that the loftiest elevation at which I have found granite in this journey was about 4,800 feet above the sea, and the lowest about 800 feet, on the same north-westerly slope from the Cordillera. The direct distance being 64 miles, the declivity of the plane (supposing it continuous) would be 62½ feet per mile: the fall of the waters being very much less, we have a plain proof that the river channels must run in deeply fissured rocks, as I have shown in the case of the Macintyre and Mole, or that the granites are, probably, of different epochs.

Before I quit this section, I would remark that, independently of the resemblance which I have seen in this region, amongst granitic and associated rocks, to those characters which I saw granites, &c., assume in the European Alps and in Devon and Cornwall, there are some circumstances mentioned in the recent history of Professor Forbes' scientific "Travels through the Alps of Savoy," (a work of which, probably, not two copies have found their way to this Colony), which appear to me to bear upon the age of the rocks respecting which I am writing. I beg leave, therefore, to cite the following passages, premising that I have already, in one of my former Reports (28th August, 1852), mentioned from another authority that *Gold* occurs in the Alpine granite of the region described by Professor Forbes:—

"The mass is granite, in which *sapphires* are found, though rarely in the *Couloir* immediately beyond the angle"; (the locality is on the *Mer de Glace* of Chamouni). "I have found a singular porphyritic rock amongst the fragments, containing felspar and *epidote*, which it is difficult to refer to any class of *primitive rocks*." (p. 78.)

"The glacier of Bosson has brought down beside and beneath it a great mass of debris of the rocks of Mont Blanc, including *serpentines of doubtful origin*." (p. 180.)

I add also, from Sir H. de la Bèche's Report on the Geology of Cornwall and Devon, that his friend "Mr. R. W. Fox obtained small nests of *plumbago*" (graphite) "from one of the *elvans* near Deveron, the only instance, we believe, of the occurrence of this mineral which has yet been noticed in Cornwall." (p. 182.) The same author also says that Mr. Fox obtained "*oxide tin in the form of crystals of felspar*;" (p. 390); it is in similar form that I have seen oxide of tin in New England, and the graphite of Dundee occurs as that of Deveron.—These resemblances may not do much towards the settlement of a question of epochs, but when there are other points of resemblance, they must not be forgotten.

II. PORPHYRY.—Connected with true granite there is in this region an immense display of porphyries of various compositions. In some places they appear to pass insensibly from and into masses of true granitic type; at other localities, they put on a form which unites them with ordinary trap. Thus, from a porphyritic granite to *eruite*, and thence to *cornean* bases with interspersed crystals of quartz, or larger masses of that mineral, which again assumes the condition of dykes or veins, or to mixtures of quartz and steatitic crystals in such a base, there is every variety of composition, colour, texture, and structure.

There is also an abundance of hard porphyry with double six-sided prisms of quartz and pale felspar crystals embedded in a base of felsparite, which sometimes so closely resembles the famous *Roborough stone* of Devonshire as to lead me to suspect that some of this New England porphyry exists as *elvans* amidst the granite, though the porphyry under one or another of its characters occupies wide tracks and assumes the forms of long ranges, the sweeping curves or rounded bosses of which are due to the different conditions of hardness. In general, I have found the granite nuclei surrounded by porphyry; but occasionally there is a distinct evidence at the planes of junction of some extraordinary transmutation. The porphyries are often divided by fissures and joints which, for some distance, are persistent, and so arranged as frequently to give the notion of stratification, but this appearance is as often cut off by a fresh arrangement of joints and a nodular structure, so that the joints resolve themselves into fissures produced by the cooling of boss-like swellings under irregular tension of the mass.

That this formation exists under some of the country now covered by black or red trappean alluvia was proved to me by my examination of the matters thrown up from wells attempted to be sunk on some of the so-called plains. In one instance, at King's Plains, I found that under the black surface soil the upper part of the hard porphyry was decomposed and loose, and completely altered by the long abode of water upon it before the upper soil had accumulated, and that the double hexagonal pyramids of quartz had been accumulated in heaps by the recent rains.

The porphyry contains veins of quartz on the heights above Moredun Creek; at the junction of Ouerra Creek with the Macintyre River, and at Corajin (Gragin) Creek; on the heights above Turracabad, and above Yarrabarra, and in other places near Ranger's Valley.

It appears to be associated with quartz rock on Pinduri Creek (as at Tower Hill Station) and near Weean Creek, and the intermediate change is marked by quartz porphyry along Frazer's Creek from Tolkiva to Gunnygeeren, and between that creek and Bukkulla, on the western side of the N. by E. strike which it there assumes, ridges of ironstone, containing iron which merely requires heating once or twice to become malleable, separating it from the trappean track along the Macintyre, which thus flows in a trappean channel on that point, between quartz porphyry and the granite range before mentioned as extending from Bannockburn. Quartz rock also occurs on the Beardy water branch of the Severn River at Yarrowford, and is connected with the porphyry which ranges thence for 30 or 40 miles towards the north-west. At that spot there is a little gold.

The base of the whole country, with the exceptions I have pointed out under the former section, and with some few which I may not have noticed, is composed of these different porphyritic rocks in the area roughly defined by the following limits. From Larraganum on Sandy Creek, where it joins the granite, about 8 miles from Boorolong, to Ollera (George's) Creek, Limestone Creek, (so called from nodules of alluvial calcareous matter in the surface soil), Moredun Creek, Ouerra Creek, to Wellingrove Creek and Strathbogie, including the ranges at the heads of the Karaula or Macintyre River, Undun-balàh or Paradise Creek, Coorubarumbarat or Newstead Creek, Furracabad Creek, and the western sources of the Severn, to Talkibon and Taramboi feeders of the Mole River, (Deepwater and Castlereagh Creeks), thence crossing the Severn to Arawatta and Frazer's Creek and to the head of Byron Creek, and so along the ranges separating the waters of the Macintyre from those of the Gwydir, we have an irregular but general outline of about 3,700 square miles, in which porphyritic rocks under various modifications are strikingly developed.

In such an area there must, I think, be metals of some kind, but save the ores of iron I fell in with none; the abundance of quartz veins leads me to believe that further research amidst the broken country and rough defiles which I but hastily examined, might detect what has escaped my observation. But if, as I have already inferred, the porphyry assumes the nature of elvans, the metals about Dundee may belong to the porphyry rather than the granite, which at the point in question assumes a porphyritic character and finally merges into porphyry. The occurrence of porphyry of this class on the edge of an auriferous region in New England is quite in analogy with the occurrence of similar porphyry on the edge of the granitic Gold Field of the Araluen district. (See Report of 21st October, 1851.)

III. TRAPPEAN ROCKS.—Bursting through both granite and porphyry and overflowing them, basalts, amygdaloids, and a small proportion of greenstone, form a third kind of igneous rocks in the area under discussion.

They form the culminating points of the Cordillera on the Ben Lomond Range, and break out along the spurs from that range in various places on the western falls. That they have issued from the granite is shown very remarkably by several examples along the banks of the Macintyre a little below the junction of Ouerra Creek, and upon the broken ranges between the head of Paradise Creek and the junction with the river. The granite exists in the former place in well-rounded disintegrating masses, and it is in the midst of these and overflowing them, that a singular lumpy basalt forms semi-columnar ridges and platforms, presenting at a little distance the appearance of deeply fissured beds of conglomerate. A similar fact was noticed at a spot called Goodunbyangee. The trap is in a state of disintegration, and covers the slopes with its fragments. The granite was in a weathered condition before this trappean outburst.

On the ranges before alluded to, at least 600 feet above the other locality, and the exact spot of which I cannot define, because it is in the midst of the mountains, I found a similar instance, accompanied by a distinct change in the underlying rock, which is there a porphyritic granite over coarse crumbling granite. Between the trap and the porphyritic rock there is interposed a soft layer of reddle, a substance very common on porphyry near trap, as at Ollera, and which was deposited from the trap upon the older formation.

The most remarkable example of similar changes which I observed was just above the junction of Ouerra Creek. The granite there exhibits most extraordinary conditions. The surface is decomposed, and the disintegrated materials have been deposited in waving layers concentric with the harder unaltered portions of granite upon them. A series of joints, defining the edges of the unaltered nodules of granite, pass through the re-deposited substance, and these joints are in part filled with ferruginous matter, whilst at a little distance veins of limpid quartz, some of them twelve inches wide, cut through other parts of the decomposed granite, from south-west to north-east; the whole is covered by a thick deposit of pebbles of trap cemented by calcareous matter, which owes its origin to the decomposition of that rock. The quartz is of the same character as that in porphyry which I noticed at Eden in 1852.

Again, on one of the branches of Bella Creek flowing towards Ottery's Creek from the trap range between Gragin and Gurahmin, a thick deposit of white and red clay containing fine particles of quartz lies between porphyry and an amygdaloidal trap, which passes into a variety very similar to that which occurs at Muswellbrook in the valley of the Hunter.

There are numerous other instances of change in position, in both the porphyry and granite regions, which prove unquestionably that some of the trap rocks have issued out of the granitic formation and overflowed it. I do not doubt that, as in the instance noticed in King's Plains, so in a variety of others, the porphyry as well as the granite had been decomposed superficially before the trappean outburst, and that in many cases the trap, as before mentioned in the neighbourhood of Boorolong (Report VI), has flowed in ancient valleys of the older granitic period.

Hereafter I will produce evidence to show that the period of the overflow was, at least further westward, posterior to the carboniferous formation, and that, therefore, it was, to a great degree, contemporaneous with the formation of the dykes and hills of trap which traverse the deposits of sandstone in the County of Cumberland.

Properly, the consideration of these rocks should have been deferred, but I have brought together the oldest and youngest of the formations because of their igneous character and their frequent association.

The disintegration of the lofty masses of trap which form such numerous peaks and flat-topped ranges in the western quarters, and even immediately under the "Dividing Ranges" of the eastern and western waters, has produced an enormous deposit of black or reddish-brown mud in the flat-bottomed valleys amidst the mountains, especially along the M'Intyre. It has served to fill up numerous hollows and basins which must once have been lagoons or swamps, and which in wet weather are still perfect sloughs. Mingled with this tenacious mud which covers also so vast an area of the Liverpool Plains, are fragments and partly rolled pebbles of the harder rocks that present themselves in half-stratified deposits in the banks of many of the creeks, which, as Swan Brook for instance, have cut their channels partly through them. In travelling from New England to the Gwydir I passed over nearly sixty miles, most of them consecutive, of this black alluvial soil, and as it was wet from recent heavy rains I found it most unpleasant. But it is said to afford rich pasture, and, therefore, stations are numerous upon it.

It has been before remarked, that calcareous concretions are common in this soil. The abundance of lime set free in the disintegration of the softer traps is the origin of these; and there must be an enormous amount of them, for they are collected by modern rains in hollows and channels and lie in heaps upon the slopes of many of the creeks, from the table-land downwards to the flat interior.

I think it not improbable, however, that during the trappean outbreak calcareous matter may have been produced independently.

It fell to the lot of myself and two gentlemen who joined my party, to pass the night on one occasion in the bed of a creek, being the driest place we could find, near the head of Swan Brook. In the morning I found myself amidst a trappean deposit of a somewhat different kind to what I had before seen in New England.

The lower parts of the banks were formed of hard nodular trap, jointed and apparently bedded; over these was a deposit similar to what is called "volcanic ash," entangling nodules and patches of trap, the whole bound together by calcareous matter, and covered by thin seams and layers of impure earthy lime which also coated many of the pebbles. I counted thirty-two separate layers of this calcareous biscuit. It is not improbable, therefore, that the breaking up of such deposits may, in part, account for the small concretions of lime which strew the black alluvium. And again, the outburst of springs at the junction of trap with other formations may account for the deposit of calcareous tufa so common throughout this country, and which forms bars across creeks by cementing the loose blocks and shingle, and, as I saw recently in a creek in the Bingera Gold Field, has invested the moss which covers the rocks and taken their impression, forming a similar tufa to those of Coton in Cambridge-shire and of Harrowgate in Yorkshire.

That much of the trap has overflowed is seen by the thin tile-like clink stones which occasionally are met with. The amygdaloids are sometimes empty, but the cells of the vesicular portions are occasionally charged with crystals of chabazite and lime. I have seen but few instances of minerals of the zeolite family, which are common in the Illawarra District, but agates and chalcodony are ubiquitous in certain portions of the trap country, lying in numerous and singular forms upon the surface of the plains. I have seen several which appear to have been collected around an organic form of probably marine vegetation, the agate appearing in radiating tube-like patches as if the silica had been deposited upon some tough seaweed. But it is difficult to conjecture how the form could have been preserved in the hollow of a heated trappean paste or mud, so as to allow the subsequent infiltration upon it of the siliceous liquid.

I have not attempted to point out the separate localities where the trap rocks break out. These can only be shown upon a map, which cannot be coloured in the time at my command. I would, however, observe, that these rocks have broken out and assisted in forming the whole of the ribs from the backbone of the Cordillera, sending offsets south and north, and limiting the basins of the waters flowing to the interior, the furthest rocks upon which, save those obscured by alluvium, are of hornblende or felspathic trap, basalt, greenstone, or some form of porphyritic trap.

IV—AURIFEROUS FORMATIONS.—The auriferous country of which I am next to make mention, is hemmed in by the granitic and porphyritic rocks before described, on the north-east; and on the west and south-west by the porphyritic and trappean ranges of Nundewar, the Gwydir or Drummond's Range, and the headlands that mark the embouchure of that river into the ocean-like interior, at Bareena (Gravesend), Tulumbah, and Ko-ungundarra, westward of Warialda; eastward and north-eastward of these localities a long range in continuation of the separation between the waters of the Macintyre and Gwydir, from the neighbourhood of Cope's to Otle's Creek, confronts the long series of cone-like peaks at the end of the Gwydir Range, by those of Balfour's Peak, and Carajin, the latter of which is the most elegant and graceful hill of the kind I have anywhere seen. It takes its name from its representing a "tall fellow," which is also the meaning of *Courada*, the lofty summit which, amidst the more grotesque forms of Bounboorienbri, Terregee or Wohr Rock, Corya and Yalladirinda, presents itself in some aspects as a peak. Thus rocks of igneous origin form the furthest bulwarks of the mountain region against the intrusion of the winds which once blew over a waste of waters, but now range across a level region of alluvia supplied by the hills to the eastward.

It is impossible to avoid the conviction that at one period the level interior must have been so occupied by waters. Seen from any of the points in advance to the westward, the perfect level of the horizon, high up, as is the ocean seen from a cliff, with the undulations and refractions in the atmosphere along the tops of the trees, just as waves are seen under similar influences, and with the estuary and bay-like forms of the flat land coming up to the bases and between the spurs of the hills, it requires but little imagination to fill in again these bays and open spaces with water, and to imagine such solitary hills as Bareena, in advance of the headland, as an island, since it is yet separated by the channel of the Gwydir from the range to which it belongs, and stands in the midst of the plain, as many an island on the shores of the present sea.

It is the influence of forces, which belongs to the province of geology to describe and apply, that has changed the face of Nature from what we conclude it once was, to what we behold it now; and viewed by the light which Geology casts upon these mysterious works of Nature, and looking forward to the progress of events which have already covered large tracts of this reclaimed bed of ocean with flocks and herds and the habitations of civilized man, it is equally impossible to check the conviction that, before another century, this vast region, which was so difficult of access to its first explorer in 1832, may, by the aid of the iron in Australian hills, or the woods that clothe them, be traversed with ease from one coast to the other, and see even treasures buried by alluvial floods below the soil disinterred for the benefit of posterity.

With the facts before me it is not simple fancy which prompts this opinion. Whatever share the Karaula may have had (and that may have been but little, for reasons to be named hereafter), in bringing down alluvial gold from the hills, the Gwydir has probably contributed no little auriferous detritus, and burying it beneath the accumulated sediment which it has deposited at the mouth of its estuary.

It is of this probability, and the facts connected with it, I have now to treat; and in the following section, the metamorphic results of which I have produced but a few examples above, will be shown to have been of a more important character in the period intermediate between the granitic and the carboniferous eras of *slates and metamorphic rocks of the Bingera country*.

From the preceding statements it would naturally be concluded that the north-eastern limit of the auriferous region stretching from the highlands of New England towards the north-westward is nearly along the dividing ranges separating the waters of the Gwydir from those of the Macintyre. Such is very nearly the fact; for if a line be drawn from the head of Ollera Creek to the head of Otle's Creek, a distance of 70 miles, on a bearing N. 45° W., little (if any) gold is found to the north-east of that line for many miles, and some gold will be found in almost every portion of the country to the south-west of it.

I am now to discuss that portion of the country which occurs north-westward of the granitic gold field of the upper part of the Gwydir and Namoi system, on which I have previously reported, and which is known by the name of the Bingera Gold Field.

The formations in this district repose in apparent regular order upon the gold-bearing rocks to the south-eastward; they consist of slates, quartz rocks, jasperoid rocks, conglomerates, limestone, and flag-stones, with bands of serpentine and diallage rock, the laminae directed chiefly from S. to N., or varying within limits of 20° to 30° on either side of that normal trend.

As slate rocks break out in the area between Turrabeile Creek and the Namoi, this slate country is evidently connected, geologically, with the Western Gold Fields, the junction being interrupted by the interference of the igneous chain of the Liverpool and Warrumbungle Ranges.

Looking then to this disposition of things, and the strike of the rocks, it is quite in accordance with the regular geological sequence to find the slate formation placed where it is found. The mean elevation of the country between the bends of the Namoi and Maule's Creek is about 1,000 feet above the sea, and the greater part of that area is nearly a dead level. The beds which I described as containing the casts of *Lepidodendra*, about the Peel, are found also at the head of the Manilla River, and those are succeeded in the ascending series by still younger carboniferous beds, of which I shall treat in the following section.

From beneath these lower grits and shales rise those formations which occupy the country between the gold-bearing granites of the Upper Gwydir and the Macintyre system. The height attained by them is from 2,000 to 2,800 feet above the sea, consequently, on the supposition that they were once continuous upwards to the present level of gold-producing rocks of the same formation about the head of the Peel, there must have been a great denudation; for without it the slope to the north-westward of a continuous plane would be, at least, 22 or 23 feet per mile, which the actual dip of the beds does not sanction and, in any case, as the slate formation appears to mantle round the granite, a denudation over the latter formation, at least, is a necessary result.

The western side of this elevated country which, from the generally level surface in continuous spaces, has much the character of a table-land, is bounded by the loftier trap and porphyritic clink-stone range of Mount Lindsay, having serpentine at its base between that range and the Rocky Creeks which flow from the Nundawar Range to the Horton River. In linear direction this boundary is about 60 miles in extent; it is, however, probably even more extensive, for serpentine is found in patches about the Bresi country, and is common in the drift of the Namoi.

At the head of Mywon or Myall Creek, where these formations commence on the eastern border, the breadth to the junction of the Horton and the Gwydir is about 30 miles. The eastern boundary is scarcely definable, because it inosculates with the western boundary of the granite gold field.

This area is not altogether in one block, for it is divided by the waters of the Horton, which flow in a valley, called by Mr. Cunningham, Wilmot's Valley, and by those of Bingera Creek, which flow in what the same traveller called Stoddart's Valley. These creeks are about 15 miles asunder, flowing nearly parallel to themselves and the meridian.

The field which is now worked as the Bingera Gold Field is eastward of Bingera Creek, and the chief researches have been made upon the high land between it, the Gwydir, and Keera Creek. Through this country there run to the Gwydir two creeks, Baro and Courongurra Creeks, both of which have supplied gold.

I may briefly describe this tract as occupied by a few slates of soft character, and a variety of metamorphic rocks of great hardness. The base seems to be a very hard siliceous greywacke conglomerate, and the originally softer rocks have been silicified and hardened into jaspers and flinty slates of precisely the same character as those which present themselves in the Hanging Rock district, and on the Cockburn River. In the bed of the Gwydir I detected amidst the river drift below Moruleroi, even fragments of other rocks of the same age, which I did not see *in situ*; amongst these were hard unabraded regular-sided pieces of Goonoooonoo grit, and quartz pebbles filled with epidote. These must have been derived from beds like those at the head of the Peel. The west side of the gold tract is composed of a ridge of serpentine, varying through shades of green, and much contorted, in which are numerous veins of picrolite, and of opaline meerschaum; lumps also of diallage rock occur between the laminae of the serpentine which are contorted around them.

This serpentine occurs in various parts of the Gold Field, and much of the gold has been extracted from its detritus, as it is on the "dry diggings" at Hanging Rock. The slates, when they are unaltered, are either brown or grey, seldom dark blue; they pass into flinty slate, jasper, and fibrous hone-stones. The latter occur on the middle part of the Upper Bingera Creek, close to serpentine. The jaspers, as well as the softer rocks, are traversed by quartz veins, and by bands of quartz of considerable thickness; some of these still contain gold in matrix, and below them the metal may be procured from the surface. On one part of Boro Creek the strike of the jasperoid rocks is about N. 10 E., dipping 20° to N.N.W., the cleavage planes dipping 70° to E. At the Commissioner's camp on Bingera Creek, the same rocks have a strike of nearly N. 20° W. dipping sensibly to eastward. In consequence of those deviations from the meridian, the hardness of the rocks, and the convulsions to which they have been subjected, the country along these creeks is very broken, but the phenomena are on a small scale compared with those of the head of the Peel and its affluents.

In the midst of the slates occur patches of grey limestone much water-worn and superficially fluted, evidently very fossiliferous, but in such a condition as to leave only the most imperfect traces of encrinital stems, a few corals, and a turbo or allied

allied shell. I could not find a single specimen capable of furnishing an idea of species, or of leading to identification of the age, but I doubt not the rock is not younger than Devonian, and not older than the upper Silurian. I traced the slates and limestone, which is there but a little more perfect, to the neighbourhood of Warialda, where also serpentine, entangling diallage rock, occurs close to the limestone, which is altered by the contact.

In the lower ground of Stoddart's Valley, near the junction of Bingera Creek, the slates are soft and bedded with grits, like those of Brogalong in Mancero. Mywon or Myall Creek, which I descended to the junction with the Gwydir, flows through a country of similar formation, of grey and brown slates and grits, with jasper and quartz; also intersected by parallel bands of serpentine, running N. and S., and throwing off at Keriongobeldi, the slates and other rocks to N.E. and N.W. In one place, north of this, I found the slates much contorted, and dipping 38° to 42° to N.E., and in another serpentine slate dipping also 38° to N.W. On the northern part of Mywon Creek there is abundance of trap, and I observed that the same phenomena which I noticed at Loondah (Salisbury) is exhibited there. The rocks altered by trap are covered by fragments and pebbles of the same, so as to present the appearance of a trap covered by conglomerate. So great is the analogy between one gold district and another.

The higher ranges eastward of Mywon Creek are clad with pines, and their contour and bare surfaces greatly resemble the limestone and siliceous ridges between Tamworth and Mowara Creek. I have little doubt they are of the same geological character, but I had not time to visit them.

To the westward the Myall Ranges, which terminate at the Gwydir, are steep, and exhibit on the summit beds of sandstone, of which I shall make mention hereafter, and which also rests on the summit of the ranges between the Manilla and Cobbadah.

Between Bingera Creek and Warialda the spurs from the Mywon Range run to the westward. As I traversed them in a north direction, I traced the slates and other associated rocks breaking out in the banks of the watercourses, and gradually becoming covered on their lower extremities by the carboniferous formation.

The occurrence of serpentine, limestone, &c., near Warialda, in connexion with these indications, proves that the formations are continuous under the alluvial drift, which has covered all the low grounds throughout the region with innumerable fragments of quartz, iron, jasper, and other metamorphic rocks, the softer slates having gone in the formation of the soil. The accumulation of pebbles of these substances in all the creek-banks and in the river beds proves how vast has been the destruction of the formations by denuding causes.

The continuation of these formations northwards cannot be doubted, however interrupted they may be by the intrusion of the porphyry and other igneous rocks on the Mackintyre. At a place in the bed of that river between Cookanbalondan and Wapollawaa, I found an insulated patch of brittle and altered aluminous-quartzose rock, with broken and contorted laminae, having a strike of N. 60° W., and a dip varying from 56° to 77° and 86° to the north-eastward. I believe this to indicate the ancient existence of the slate formation in that part of the country; it has since been destroyed by the agency of igneous forces and denudation. It occurred on the right bank of the river in the midst of black alluvium, and the river being in flood I could not examine beyond the locality. It lies about 12 miles E.N.E. from the head of Myall Creek. To the northward at Wallangra and near Ashbee's, about the 151st meridian, limestone again breaks out, of the same character as that at Bingera and Warialda, with parallel bands upon the Mole, in the neighbourhood of slates and granite; and on the heads of Mackintyre Brook which are the northern sources of Dumaresq River, and to the westward of the extremely broken country at the back of Bolivia and Maryland, soft as well as compact slates, with the accompaniments of a gold country, present themselves, showing by their appearance there that the granite is surrounded by a mantle of that formation.

Gold has been reported to me as having been found near Wallangra and at another place near by (Gunyan on the Severn), but I had no time to examine into the truth of the statement. A similar report was made to me respecting the head of Boomi Creek, which flows from a range between Otley's Creek and Callandool, and on which there is a conspicuous hill called "Blue Nobby." I am not inclined to think much gold could occur in such a country, except at a great depth below the surface; but eastward of this locality between the Karaula and the Dumaresq there is a bare tract, amidst the dense brigalia scrubs that are frequent in that country, which has induced some keen gold hunters to expect the metal there. The abundance of sandstone and trap in that vicinity forbids any hope of future profitable search. A bare tract is not generally a good indication of a Gold Field. I will give another reason further on.

Without going beyond the limits of the present producing field on the Gwydir, I will now mention under what circumstances gold is found there.

It has already been long known that gold has been found near Barraba, Cobbadah, as well as at Triabundie, and in various places in the Namoi country, as near Quierindie and Borah; not to multiply these, I will merely remark, that all the rocks from these localities and others further south, which I have examined, are in conformity with the indications about Bingera; the same serpentines, slates, and other rocks occasionally breaking out.

The extent of likely gold country on the Gwydir is therefore very considerable. And over all this, whether on the ranges, their slopes or side summits, or in the valleys, gold seems to be scattered in the same general way; not occurring, as in the granite region, in small and regular particles (except on the outskirts of the field, where I found by washing, some fine gold in inconsiderable creeks as well as between Bingera and Cobbadah, towards which I carried the same formations), but in water-worn irregular coarse lumps and rounded fragments of all sizes, which lie upon the surface or just beneath it, and are collected readily after rain by the knife, which at Bingera is a common tool, in consequence of this facility and the difficulty of procuring water.

One piece of gold weighing 26 ounces without any admixture of other mineral matter was procured from a creek which had not been much excavated. This gold I saw. The vein from which it was derived must have been very considerable. I measured a piece of ground, excavated on the very surface of the highest point of what are called "The Dry Diggings," and found it to be 60 feet long, 7 feet wide, and 2 feet deep, in all 840 cubic feet. In 27 days, three men took from this plot, only 2 feet deep, gold worth £800. Other instances of good success were related to me on competent authority: so that this field must have presented to the first comers great inducements; and I can readily understand that Mr. Commissioner Bligh did not misrepresent, according to such examples, the probable future value of the locality. I have myself seen persons pick up gold from the road side, in Stoddart's Valley, and I found gold myself, at but a little way below the surface. Gold has also been found on the range between the Horton and Bingera, on the range between the mouth of Bingera Creek and Gunerie, and in the alluvium of the Gwydir, near Morulleroi. It has also been found in Myall Creek, and in a variety of localities in the neighbourhood of the ranges on which the metal is collected.

Examining carefully into the geological features of the country, I was persuaded that all this gold was derived from veins of quartz, and that it must be of local origin. To say nothing of the improbability that a lump of gold weighing 26 ounces would be carried by any such streams as now exist, under the present conditions of position and dryness of the climate and soil, to a great distance,—and it clearly could not come from the higher granite country of the Rocky River, or any part of that region, where the gold is fine,—it is not worth conjecturing whether it could have been brought down from the Hanging Rock country, though the similitude of the gold found in the two fields is very great.

Taking into account the physical circumstances of the country, I cannot but conclude, that either an extensive denudation of gold-producing rocks which once covered the gold-granite of the upper Gwydir country, has left its spoils upon the lower levels of Bingera and its neighbourhood, or that a similar denudation of higher beds of that formation, now strewn with gold, must have taken place; and, since we find that the veins of quartz yet existing, carry gold in them, and many of the fragments of gold are still sprinkled with relics of quartz, the conclusion necessarily is, that this Bingera country was once far richer than now, and that there is every probability that formerly a gold region extended, with few interruptions, from the Macquarie Basin to the Darling Downs, of which the principal remaining portions are the country along the Namoi and Gwydir, and that about the heads of the Condamine and the Dumaresq Rivers, and Macintyre Brook, where there is an extensive development of slates resting upon the higher granite country of Maryland, and in the creeks which traverse them there is gold.

But, if this conclusion be adopted, it will occur to one to consider whether there must not be many spots yet untried which will repay labour, and whether in a region where the detrital accumulations are so enormous that wells from 70 to 90 and 140 feet have been dug through them, along the Gwydir, without reaching water, and where consequently, the drift from the mountains must have been filling in the old cavities of the far west for ages, there must now of necessity be some gold, however deep, buried beneath it, from the wear of the dry land, which has evidently, by the action of the ocean itself, during oscillations of the submarine platform and the atmospheric agencies during long ages, converted a watery waste into an abode for man.

The only reply to these deductions should be the extensive use of the *boring rod*, which is the only instrument that could detect their value, or show that they are chimerical.

In the meantime, I think that the Bingera Field has not been fairly tried, and that a *laborious* population is required there. No one can find gold where it does not exist, but no one can obtain it successfully who prefers repose to toil, and who thinks it of use only to gratify evil indulgences. That metals exist in this Gold Field, in more abundance than is supposed, is rendered probable by the abundance of iron which occurs there, by the existence of veins of carbonate of copper, and by the presence of tellurium, which is sometimes frequent in the gold-washing; I believe it has been mistaken for rhodium, but this last-named metal has, in some instances, the regular hexagonal form, and cannot be mistaken readily for that scarce and probably seldom simple metal, rhodium.

I cannot take leave of this field without acknowledging the courteous and kind attention of Mr. Commissioner Bligh, who accompanied me to the several localities, and offered me every assistance and information in his power, during my stay on the Gwydir; and I deem it only an act of honesty to express my opinion that he did not deserve some of the comments that were made on his early Reports.

I will only add to this section, that copper and lead are both distributed in other portions of the western falls of New England, that the former occurs on the Manilla waters, near Borah, and the latter at Stony-batta Creek; the ores of copper are red and grey. Viewing the associations of rocks, it is probable that extensive deposits will be hereafter found in other places.

V.—CARBONIFEROUS FORMATION.—In my Report of 6 November, 1852, I stated my opinion that there is a regular sequence of the various beds of this formation down to the *Lepidodendra* beds of the Manilla and Goonogoonoo; I have now to show that the middle beds of this formation, those of the Hunter and Hawkesbury, are widely distributed on the western border of the country between New England and the interior. Sir T. L. Mitchell, in 1831,* found strata having the usual strike and dip of this region, and bearing fossils which evidently belong to the similar rocks, which I have found abundant in similar organic remains at the base of the carboniferous beds on the Paterson and Hunter; and more recently, I have obtained from the same neighbourhood, near the junction of the Peel and Muluerindie Rivers, other fossils which are identical with species common near Wollongong, in the Illawarra, where they occur in beds that pass in ascending order into the coal-bearing grits and sandstones of the Wollondilly and Hunter basins.

Mr. Stutchbury† has also described very carefully the order and direction of the coal beds of Dubbo and Talbragar, with which I was slightly acquainted some years since, and coal beds occur, under similar conditions, on the Castlereagh. From the heads of that river to the base of the Nundawar Range the flat country bears many evidences of the continuation of the same formation, in patches of sandstone, conglomerate, and in fragments of fossil wood, which occur either on low ridges, or in the drift that is spread over the surface or forms the banks of creeks.

I have also mentioned that sandstone caps some of the ranges on the Gwydir.

We have, therefore, evidence of the continuation of the carboniferous formation so far; and, from what has been adduced, it is plain that the order of succession common on the eastern waters is also the consistent character of the formation on the western.

As Mr. Stutchbury's operations have commenced in the Namoi country, he will probably work out successfully the details of succession in that district, and be able to verify the proofs which I am about to bring forward as to the extension of the carboniferous formation in nearly an unbroken line, and with only such interruptions as older or younger rocks may produce, and in continuation of the same formation from the extreme south, as far as Darling Downs, from which the researches of the Surveyor General, Mr. Kennedy, and Dr. Leichhardt, have extended it to the far north. I may hereafter be able to show that there is a similar continuation of the same formation on the eastern waters, that extensive coal fields occupy the basins of the Karua, Gloucester, Clarence, Richmond, and other coast rivers, as the basins of the Wollondilly and Hunter are occupied.

I have already stated, in former Reports, that there is some evidence of the existence of patches of this formation on the highlands of Maneroo and New England, whence it has been denuded. During my late explorations I came upon a patch of sandstone in the midst of trap, which, at the junction of the two rocks, exhibited the identical character of those rocks of "doubtful age" which I saw in Maneroo amidst the trap, and which, therefore, I can now refer to the carboniferous formation, as the relics of abraded, hardened and denuded strata. I expected, therefore, in addition to the existence of fossil wood, which I have since discovered on the high ranges of the Cordillera, north of Ben Lomond, to be able to detect some of the beds associated with coal on the lines of westerly section which I adopted in the parallels of 30° and 29° from and to the tableland and the Interior. The only instance which I found, however, eastward of the 151st meridian on that parallel, was of so singular a character that it deserves to be distinctly recorded. I have before mentioned the singular condition of the trap over granite on the banks of the Macintyre, between Ouerra Creek and Paradise Creek. On examining the former rock on the right bank of the river, I found beds of grit and sandstone of unmistakable character entangled in the trap, and these had become exposed by the decay of the latter. The space occupied by these beds was very confined; but there was sufficient exposure to exhibit the phenomenon clearly. I afterwards became acquainted with the existence of a small tract of a coarse freestone on the edge of a range a little below the spot in question. The occurrence of sandstone unaltered in connection with igneous rocks of this class is not the only one in New South Wales, for there is an instance of trap resting on unaltered sandstone not far from Kircobil, in the Liverpool Plains. In that case, as in this, it is probable the sandstone was protected by the interposition of some heat-resisting clay. With so many instances at hand of the great changes effected in sandstones, conglomerate, and other rocks, by the agency of heat, this example, affording almost the sole evidence of the former existence of now extensively destroyed strata, is curious and interesting.

In the Gwydir district the carboniferous formation begins to develop itself in some force about the 151st meridian. Westward of this meridian, it crests the summits of the Mywon Ranges, the Bingera, Cobbadah, and Horton River Ranges,—mantles round the flanks of Nundawar, and passing by Warialda and the Mosquito Mountains to Otley's Creek, the Macintyre, and Dumaresq Rivers, and at the back of the slate country of Macintyre Brook, stretches to the Condamine.

It was the presence of the crumbling sandstones of this formation, and the arid scrubs of brigalo and myall about the Blue Nobby Range, that induced me to dissent from the opinion that gold will be found there in any abundance. In all the line of country just indicated the formation is interrupted by outbursts of basalt, amygdaloid, or other trap, the detritus of which forming black plains of mud, is in striking contrast with the sandy wastes arising from the disintegration of sandstone, and which alternate with the former. These are on the same level with the Liverpool Plains, from 800 to 1,100 feet above the sea. The vegetation partakes of the character of the soil,—bare surfaces of muddy soil being in alternation with ridges clad with pine, myall, brigalo, dogwood, grasstree, white-gum, spotted-gum, and ironbark.

The neighbourhood of Warialda furnishes the best position for examining the geological phenomenon connected with the succession of the carboniferous and the underlying formations.

From the head of Reedy Creek which rises near Corajin to its junction with the Gwydir, there are many instructive superpositions of strata.

At that place the porphyry already described is covered by beds of conglomerate and sandstone, which contain seams of cannel coal, that have occasionally been used in the furnace. The conglomerates are coarse, and pass into sandstone, as on the Hunter. These are surmounted by beds of grit and sandstone, and ferruginous conglomerate, which alternate together, the whole presenting a series of beds which, in colour, consistency, and all physical conditions of structure, are in no degree different from beds of the same formation which I have explored in various parts of the sea-board. It would be easy to imagine that we had not left the coast, in some of the broken ranges in this tract of country. To detail the succession of constantly varying beds is unnecessary on this occasion; but there are two sections which are deserving of especial notice. The first occurs on Kelly's Gully, a branch of Reedy Creek.

In the bed and on the banks of the creek, serpentine, extremely distorted, containing veins of pterolite and nodular masses of diallage rock, and having the appearance of schistose structure, the laminae being much distorted around the diallage rock, abuts upon and surrounds a dome-like mass of grey marble, of which the fossils are nearly obliterated. Next to the marble is a bed of thin green jaspery substance, which, in broken fragments, also studs the surface of the limestone, adhering to it. The strike of the limestone is apparently from south to north. Resting upon this conjunction are beds of that peculiar conglomerate which occurs on Mount Murulla, and in other parts of the Hunter River coal-field, and which have sometimes occasioned to observers doubts as to the supposed origin of some of the green and red pebbles contained in them. The conglomerates at Kelly's Gully settle the question, for, in addition to hard and quartz-bearing pebbles of flinty slate, quartz, and other siliceous pebbles, there is a considerable proportion of pebbles of the very green rock which is now found in contact with the underlying marble, and of those jasperoid masses which occur in the Gold Field.

* Australia, 1-38. † Report of 1st July, 1852.

I have before proved that porphyry has assisted largely in the composition of the conglomerate of the Hunter, and other parts of the eastern coal-fields.

We see here that the metamorphic rocks of the Gold Field have also assisted, and therefore, though the rocks may, in part, have been impregnated since the coal-bearing strata were formed, the rocks which contain gold must have been partially destroyed before the coal-bearing strata were deposited; and therefore there may be, in the case of the older gold, if there were different periods of production, drift gold below the carboniferous deposits in some very ancient conglomerates. The question respecting those conglomerates which are known to retain gold becomes therefore interesting; and the suggestion that some of the carboniferous beds, derived from gold-bearing rocks, might hold traces of gold equally so, though, in a commercial point of view, a search for gold in such strata would be likely to disappoint.

Over the conglomerates of Reedy Creek, sandstones quite undistinguishable from those of the great sandstone territory of New South Wales, rise in succession, till the formation attains a height of from 1,300 to 1,800 feet above the sea, except where it caps the range, opposite Bingera, that point being about 400 feet higher.

I do not doubt that coal in some abundance, will be found in the range of these beds, the strike of which seems to be north-east, as on the coast.

The occurrence of these crumbling rocks of sandstone on the edge of the western interior is of more importance to the superficial character of the country than nearer the sea.

We know from the explorations of Sir T. L. Mitchell that the furthest rocks he met in his journeys along the Darling were of this very formation, the insulated masses forming the separate ranges in that direction being merely preserved by the transmuting action which they had undergone, and their summits exhibiting rock-basins and hollows excavated by water when they were portions of a tract of country along whose surface torrents and waterfalls might have existed. These now stand as solitary monuments on the wilderness, to mark the fact that there has been a past as affects Australia, but without an indication to mark its epoch. Various patches of these rocks occur between the Gwydir and Karaula; and near Yagobie there is a slab, called "the polishing stone," marked by the mogos of the aborigines of long-past times.

From the statements made by explorers, it is clear that the alluvia of the desert owe much of their origin to the decay and destruction of the formation of which these solitary masses are the relics. And so long as sandstones and shales and conglomerates like those on the western border of the Cordillera remain, so long will the softer portions continue to waste away and be borne downwards by rain and floods, obscuring the watercourses in which they travel, and filling up the hollows which were once natural reservoirs. This is not conjecture; for the summits of the sandstone ranges in the Gwydir district are traversed by joints, and are crumbling away year by year, the phenomena exhibited by the nodular blocks of a granite region being imitated by the rude and picturesque columns and tottering masses of rock, with their fillets of harder material between the fluted bands of the softer, which at a distance represent the outlines of old castles and towers, wherever the looser strata are exposed to the elements. The harder beds of conglomerate and grit have suffered only a rounding and smoothing process.

In Reedy Creek near Warialdra, and in many others further north, where in the memory of man (and that country has been inhabited by white men not twenty years), there were abundant waterholes, there are now vast heaps of white or yellow sand, and, in the former, Mr. Bligh pointed out to me a great accumulation of dry sand which was brought down in the flood of 1848, and which nearly blocks the creek.

But whilst this decay goes on in some parts, it is prevented in others by the presence of a preserving covering of pyrogenous rock. Thus, at Colagoon (Lagoon) below Tulambah, there is the following section in ascending order:—

1. Grey grit	} 280 feet.
2. Soft sandstone	
3. Hard sandstone	
4. Grit	
5. Soft ferruginous sandstone	
6. Trap	305 feet.

This trap forms an extensive series of arms on what is called the Highland Plain Range above the Gwydir, and at one point is called Koungundarra or the Springs, because at the junction water wells out, offering a contrast to the ordinary geological fact of water generally breaking out when the harder material is below; in this case, however, the trap is broken by semi-crystalline arrangement, and the rain filters down to the sandstones below that have been slightly hardened by the overflow of the trap.

This brings me to the last point I have to touch on, after noticing the proof that the foregoing section affords of the truth of the inference I made above, respecting the age of the trappean rocks. In this case, and in hundreds of others, they are younger than the youngest sedimentary deposits not alluvial, for they pass through granite, porphyry, slate, coal-measures alike (the summits of the Gold Field exhibiting points of trap in abundance), and overflow them, and amidst the conglomerates I could not detect a single fragment derived from any of them.

The question of water-supply in a dry country is a matter of geological as well as social importance. In the district of the Gwydir, and other similar countries, where the rains are not periodical, but paroxysmal, drought often succeeds to a time of plenty. The interior country is made up of alluvia, surrounding, as it appears, low, flat, and limited tracts of rock (at least it is so to the Karaula and Barwin, whence I have received fragments of sandstone from low bars of that rock across the stream), the disintegration of which, where the masses are larger, yet swells the alluvia, and through the looser portions of these alluvial deposits, the water which falls, even in scanty seasons, filters downwards to great depths, for wells have been sunk without attaining it, and the rivers alone contain a supply. But, in the progress of advancement, the herds and flocks trample down the surface and lay it bare from those retentive plants the roots of which once collected and held the moisture. The rains, therefore, run off more readily where they are not absorbed, and thus, gradually, though the elements be equally abundant in rain, the surface of the earth must become drier, from the two causes assigned. If, then, the interior is to be tenanted, or traversed by railroads, something must be done to obtain a permanent water supply. On the other hand, having seen drift high up in the branches of trees, as it is plain great floods occasionally visit the western waters, it becomes a painful thing to contemplate the condition of the flocks and herds, and those who have charge of them, in the far west, should one of these paroxysmal phenomena which in the historic period of this Colony covered a wide tract with what was taken for an inland sea, again take place; for, if the subterranean channels should become charged, a few wet seasons would reconvert the wilderness and the now-fertile borders of it into a lake, and the inhabitants would perish.

At a time when the population of the country is rapidly increasing, it cannot be beyond a thoughtful man's duty to weigh such contingencies as Nature presents to his reflections.

In conclusion, I have to state that, before I left the Gwydir, I was anxious to find a locality whence I could review the extensive field in which I have been occupied, in order to satisfy myself as to some of the conclusions at which I had arrived respecting the order of the formations described in this Report. Such a point of view offered itself from the summit of Koungundarra, and I regret that I am unable to convey with sufficient clearness, by a panoramic sketch, the scene which presented itself.

To the eastward were in the furthest distance the peaks and ranges stretching higher and higher towards the head of the Macintyre and the mountain bordering the table-land, the country receding on the one hand into the more level region of the Dumaresq River, and on the other merging into the ranges bordering on the Granite Gold Field, the dim summits of the rolling country about the Rocky River closing in the view. Below this, towards the south, the Bingera Gold Field, with its broken lumps of ranges along Boro Creek, and the ranges opposite, with the courses of the Gwydir and Horton well defined by the depression of their valleys, carried the eye to the south-west, where the summits of Nundawar and the other volcanic ranges rose superior to all others. And between these and the eastern horizon, the ranges of Myall Creek, and below them, the broken low cliffs of the carboniferous formation filled in the middle ground; whilst to the westward were the peaks and headlands of the Gwydir or Drummond's Range, with the river below flowing through an extensive well-wooded valley, the summits of the trap hills of Tulambah and Bareena forming the opposite projections, and beyond these was a clear level horizon stretching for 85° of the arc; the northern landscape consisting of the peaks of Corajin and Balfour, below the massy forms of the Mosquito Ranges.

I thus saw the whole of the geological features at a glance, and was enabled also to see that my conclusions were correct; and these I now have the honor of submitting to His Excellency in an extended Report, which contains sufficient details to connect this Survey with those that have been carried on to the southward, and to form a connection with the geological notices contained in the works of Dr. Leichhardt and the Surveyor General.

I am far from presuming to think that this Report embodies everything which might be expected, or which I have observed; but it is difficult to introduce all the details of such an extensive region in a brief abstract prepared in the field.

I hope, however, the above statements will be sufficient to convey a general idea of the structure of the country, and I am confident that, however the outlines I have drawn may be filled in hereafter by those whose leisure will be less limited than mine, they will not, in any material point, be overruled. It now remains for me to append the result of my observations on the elevation of the Ben Lomond Range.

The basis I took for the observations were at Moredun, Lalambula, Stonehenge, and Beardy Plains.

The former place, by comparison with twenty-two sets of contemporaneous observations of the Legislative Council Barometer, Sydney, is 3,631 feet above the sea.

Lalambula, by forty-eight sets of like observations, is 3,550 feet above the sea. By barometric observations between Moredun and Ben Lomond, and by angles taken from a hill two hundred and twenty feet above Lalambula, the mean, which differs but little from either extreme, gives 5,000 feet as the height of Rowendahl, the true Ben Lomond. The heights above the sea of the other points on that range are as follow :—

1. West end of Rumbec, on the westerly spur above Graham's Valley	4947 feet.
2. Joconda Peak (cleared)	4927 "
3. Aro-indal (North Brother)	4923 "
4. Boulgering Peak	4754 "
5. Flat under Rowendahl	4039 "

These were obtained by carrying the barometer up and down from peak to peak, and checked by the theodolite. These peaks separate not only eastern and western waters, but also form the various divisions of the latter; they are, therefore, important points in any survey; and as the range is the highest part of the "Cordillera" near the Gold Fields, it seemed to me well worth the trouble to attempt the settlement of the question as to the relative heights.

Dr. Leichhardt makes Ben Lomond* 5,063 feet, by the boiling-water apparatus which I lent him; that apparatus required distilled water, which he could not obtain, and a contrivance which the vessel he employed did not supply, to prevent the effect of steam upon the thermometer. These two difficulties caused him, I think, to place many of his points too high, the very opposite case with observations by the aneroid, which, on former occasions caused me to place some of my southern elevations too low. The difference between Dr. Leichhardt's calculation and mine for Ben Lomond is far less than those which he has recorded in other localities in New England and my results for the same.

When my leisure allows, I will calculate the height of many other localities in New England and on the lines of section across the "Cordillera," but at present I am unable to add more to the list which I have already furnished.

I have the honor to be,

Sir,

Your most obedient Servant,

W. B. CLARKE.

* The spot I selected as the highest was marked by a small heap of stones, which I thought had been collected by my long-absent friend; but I am told the point he selected was on the road, at least one hundred feet below. This makes the difference more proportionate to those I find between his and my own results for Dundee and Stonehenge.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CATTLE SALE YARDS ACT AMENDMENT BILL.

(PETITION AGAINST—CERTAIN PERSONS ENGAGED IN SELLING HORSES AND OTHER STOCK.)

Ordered by the Legislative Assembly to be printed, 25 February, 1873.

To the Honorable the Legislative Assembly of New South Wales.

HUMBLY SHOWETH :—

That your Petitioners have for some years been engaged in the business of selling horses and other stock, consigned to them from nearly all parts of the interior.

That to provide accommodation for the reception, exhibition, and sale of such stock, your Petitioners have incurred great expense, and their premises would compare favourably with any in the Colony. That a Bill before your Honorable House, entitled, "*A Bill to amend the Cattle Sale Yards Act of 1870*," would, if passed into law, operate most prejudicially to your Petitioners and to their constituents.

That your Petitioners humbly pray that your Honorable House will take the foregoing into consideration, and refuse to pass the Bill aforesaid without amendments, which will allow them to sell stock on their own premises, as heretofore, unmolested by special taxation.

[*Here follow 109 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CATTLE SALE YARDS ACT AMENDMENT BILL.

(PETITION AGAINST—CERTAIN PERSONS ENGAGED IN THE BUSINESS OF SELLING HORSES AND OTHER STOCK.)

Ordered by the Legislative Assembly to be printed, 7 March, 1873.

To the Honorable the Legislative Assembly of New South Wales.

HUMBLY SHOWETH :—

That your Petitioners have for some years been engaged in the business of selling horses and other stock, consigned to them from nearly all parts of the country.

That to provide proper accommodation for the reception, exhibition, and sale of such stock, your Petitioners have incurred great expense, and their premises are equal to any in the Colony.

That a Bill before your Honorable House, entitled "*A Bill to amend the Cattle Sale Yards Act of 1870*," would, if passed into law, operate most prejudicially to your Petitioners, and to their constituents.

That your Petitioners humbly pray that your Honorable House will take the foregoing into consideration, and refuse to pass the Bill aforesaid without amendments, which will allow them to sell stock on their own premises, as heretofore, unmolested by special taxation.

[*Here follow 35 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CATTLE SALE YARDS ACT AMENDMENT BILL.

(PETITION AGAINST—GEORGE KISS.)

Ordered by the Legislative Assembly to be printed, 26 February, 1873.

To the Honorable the Legislative Assembly of New South Wales.

HUMBLY SHOWETH:—

That your Petitioner has for some years been engaged in the business of selling horses and other stock consigned to him from nearly all parts of the interior.

That to provide proper accommodation for the reception, exhibition, and sale of such stock, your Petitioner has incurred great expense, and his premises are equalled by none in the Colony.

That a Bill before your Honorable House, entitled, "*A Bill to amend the Cattle Sale Yards Act of 1870,*" would, if passed into law, operate most prejudicially to your Petitioner and his constituents.

That your Petitioner humbly prays that your Honorable House will take the foregoing into consideration, and refuse to pass the Bill aforesaid, without amendments, which will allow him to sell stock on his own premises, as heretofore, unmolested by special taxation.

GEORGE KISS,
Pitt-street.

1872-3.

NEW SOUTH WALES.

LIVE STOCK.

REPORT

FROM

ACTING CHIEF INSPECTOR, FOR THE YEAR 1872.

Presented to both Houses of Parliament, by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

LIVE STOCK.

REPORT ON SHEEP, CATTLE, AND HORSES, FOR THE YEAR 1872.

THE ACTING CHIEF INSPECTOR OF STOCK TO THE HONORABLE THE MINISTER FOR LANDS.

Stock Branch,
Department of Lands,
Sydney, 25 March, 1873.

SIR,

I have the honor to submit for your consideration a Report on the number and state of the Sheep, Cattle, and Horses, throughout the Colony, for the year ending 31st December, 1872.

I.—SHEEP.

1. Number and Distribution.

As will be seen by the Returns made by Sheepowners for 1871-72, tabulated below, the sheep in the Colony have increased from 16,766,012 to 17,873,696, being an increase for the past year of 1,107,684.

The Districts in which the largest increases have taken place, are Albury, Boorowa, Coonamble, Corowa, Cassilis, Coonabarabran, Deniliquin, Gundagai, Hay, Inverell, Jerilderie, Menindie, Mudgee, Murrurundi, Warialda, and Young; and those that have decreased most are,—Carcoar, Cooma, Dubbo, Glen Innes, Goulburn, Queanbeyan, Wagga Wagga and Yass.

The following Table shows the number of Sheep returned to the several Clerks of Petty Sessions throughout the Colony in 1871 and 1872, and the increase for the latter year.

District.	No. of Sheep, 1871.	No. of Sheep, 1872.	Increase, 1872.	Decrease, 1872.	District.	No. of Sheep, 1871.	No. of Sheep, 1872.	Increase, 1872.	Decrease, 1872.
Albury	280,245	293,957	13,712	.....	Merriwa	96,893	106,606	9,713	.....
Armidale	450,436	461,393	10,957	.....	Mudgee	160,340	184,694	24,354	.....
Bathurst	185,220	172,786	.....	12,434	Murrurundi ..	308,142	388,645	80,503	.....
Balranald	468,219	428,543	.....	39,676	Muswellbrook ..	32,926	33,398	472	.....
Barraba .....	.....	52,237	52,237	.....	Maitland .....	.....	750	750	.....
Bega	6,005	3,354	.....	2,651	Narrabri .....	.....	341,703	341,703	.....
Berrima	11,556	12,279	723	.....	Obley .....	.....	40,900	40,900	.....
Braidwood	40,902	27,934	.....	12,968	Oberon	82,788	70,139	.....	12,649
Boorowa	199,593	246,635	47,042	.....	Orerion	10,783	6,662	.....	4,121
Bombala	242,968	200,238	.....	42,730	Paterson	4,180	3,500	.....	680
Bourke	632,670	561,687	.....	60,983	Queanbeyan ..	262,188	230,656	.....	31,532
Bundarra	93,626	.....	.....	93,626	Rockstone	126,308	85,831	.....	40,477
Carcoar	346,046	271,250	.....	74,796	Rylstone	38,002	47,383	9,381	.....
Cowra	139,947	145,088	5,141	.....	Stroud	1,500	.....	.....	1,500
Coonamble	219,295	236,826	17,531	.....	Singleton	118,691	88,256	.....	30,435
Corowa	403,083	475,184	72,101	.....	Scone	132,809	123,477	.....	9,332
Cassilis	189,514	270,074	80,560	.....	Shoalhaven ..	518	.....	.....	518
Coonabarabran ..	516,544	898,641	382,097	.....	Sofala	10,656	7,778	.....	2,878
Cooma	475,870	462,429	.....	13,440	Ten-mile Creek ..	.....	67,566	67,566	.....
Campbelltown ..	2,680	2,500	.....	180	Trunkey Creek ..	12,708	10,516	.....	2,192
Cannonba	57,818	87,146	29,328	.....	Tenterfield ..	132,387	111,561	.....	20,826
Camden	7,453	4,372	.....	3,081	Tumut	53,800	39,794	.....	14,006
Cootamundry ..	17,000	19,350	2,350	.....	Tamworth	389,494	419,628	30,134	.....
Dubbo	459,000	371,442	.....	87,558	Toogong	39,590	.....	.....	39,590
Deniliquin	837,955	855,008	17,053	.....	Tumberumba ..	35,000	41,000	6,000	.....
Dandaloo .....	.....	10,500	10,500	.....	Tambaroora ..	28,505	17,539	.....	10,966
Eden	2,796	2,892	96	.....	Warialda	789,099	1,044,901	255,802	.....
Euston	40,600	56,393	15,793	.....	Wollombi .....	.....	830	830	.....
Forbes	232,647	221,713	.....	10,934	Wagga Wagga ..	791,979	761,692	.....	30,287
Glen Innes	312,764	236,826	.....	75,938	Windeyer	6,890	8,286	1,396	.....
Gundagai	79,930	122,654	42,724	.....	Walgett	211,842	158,748	.....	53,094
Gunnedah	336,461	325,875	.....	10,586	Wellington ..	142,339	154,908	12,569	.....
Grenfell	16,314	12,872	.....	3,442	Wentworth ..	268,240	281,847	13,607	.....
Gunning	93,928	89,120	.....	4,808	Walcha	247,502	190,076	.....	57,426
Goulburn	262,414	197,142	.....	65,272	Wee Waa	338,464	.....	.....	338,464
Gongolgon	20,635	11,000	.....	9,635	Wollongong ..	1,360	.....	.....	1,360
Grafton	1,150	.....	.....	1,150	Yass	191,376	153,355	.....	38,021
Hargraves	14,200	15,536	1,136	.....	Young	471,625	700,319	229,694	.....
Hay	2,250,096	2,375,118	125,022	.....	Totals	16,580,542	17,666,620	2,487,669	1,382,863
Hartley	10,775	.....	.....	10,775	Add lots under 500	185,470	207,076	21,606	.....
Inverell	262,930	355,714	92,984	.....	.....	16,766,012	17,873,696	2,509,275	1,382,863
Jerilderie	108,951	421,872	312,921	.....	Net Increase on the year 1871	.....	1,107,684	.....	.....
Kiandra	1,000	1,200	200	.....	.....	.....	.....	.....	.....
Liverpool	1,600	.....	.....	1,600	.....	.....	.....	.....	.....
Moama	32,277	60,936	28,659	.....	.....	.....	.....	.....	.....
Molong	210,556	206,310	.....	4,246	.....	.....	.....	.....	.....
Menindie	477,449	578,850	101,401	.....	.....	.....	.....	.....	.....

Of

Of the above lots of sheep under 500, there were 3,660 in the Albury district, 800 in Balranald, 25,850 in Bathurst, 650 in Bourke, 1,986 in Braidwood, 17,310 in Carcoar, 13,373 in Cooma, 5,662 in Coonabarabran, 1,739 in Corowa, 760 in Deniliquin, 4,723 in Dubbo and Cannonba, 2,500 in Eden, 7,444 in Forbes, 7,561 in Glen Innes, 3,000 in Grafton and Casino, 21,150 in Goulburn, 3,450 in Gundagai, 3,963 in Hay, 5,117 in Maitland, 1,500 in Menindie, 3,083 in Merriwa, 5,400 in Mudgee, 2,358 in Narrabri, 60 in Port Macquarie, 5,200 in Singleton, 8,644 in Sydney and Picton, 10,667 in Tamworth and Armidale, 520 in Wagga Wagga, 4,540 in Warialda, 740 in Wentworth, 3,000 in Windsor, 14,680 in Yass and Queanbeyan, and 16,022 in the Young District.

The following numbers will show the number of sheep in the Colony during each of the last twelve years:—

Year.	No.	Year.	No.
1861	6,119,169	1867	15,066,377
1862	6,550,896	1868	16,000,000
1863	7,169,126	1869	16,848,217
1864	9,089,463	1870	16,218,825
1865	9,650,106	1871	16,766,012
1866	11,644,593	1872	17,873,696

It will be seen, therefore, that the number of sheep has been steadily increasing each year up to the present time, with the exception of the year 1870, when their number decreased by 791,434, caused chiefly by the long drought which prevailed during the latter part of 1868 and the whole of 1869.

2. Lambing.

The lambing has, on the whole, not been a good one, owing principally to last winter having been so severe, and the ewes in low condition at lambing season. The highest percentages were in the Districts of Wentworth, Balranald, Bourke, Coonabarabran, and Forbes; and the lowest in Merriwa, Warialda, Windsor, Glen Innes, and Gundagai. The following are the percentages in the different Districts:—Albury, 68½; Bathurst, 64; Bourke, 80; Balranald, 85; Braidwood, 70; Carcoar, 82; Coonabarabran, 84; Corowa, 67; Cooma, 75; Deniliquin, 68; Dubbo, 75; Forbes, 88; Glen Innes, 61; Goulburn, 56; Grafton, 75; Gundagai, 63; Hay, 67; Maitland, 75; Menindie, 75; Merriwa, 50; Mudgee, 77½; Narrabri, 73; Port Macquarie, nil; Singleton, 70; Tamworth, 77; Wagga Wagga, 73; Warialda, 50; Wentworth, 89; Windsor, 50; Yass, 70; and Young, 65,—being an average for the whole of the Colony of 68½ per cent.

3. The Clip.

The Inspectors report the clip as being very good, both as regards quantity and quality, being well grown and thoroughly sound. The highest averages were in the following Districts:—Wentworth, Balranald, Hay, Deniliquin, and Menindie; and the lowest in the Mudgee, Eden, Braidwood, Carcoar, and Albury Districts.

The average weight of the clip throughout the whole of the Colony is—*Greasy* 4 lb. 12 oz., and *Washed* 2 lb. 14 oz.. Of this, two-thirds are Combing and one-third Clothing, and the proportionate weight of Combing wool over Clothing is 11¼ oz. per sheep.

4. Imported Sheep.

The number of sheep imported into the Colony during the year 1872 was 1,808. Of these, 1,789 passed through their two months' quarantine in Sydney, 75 at Morpeth, and 10 at Grafton. Of which, 1,375 were Merino, 148 Lincolns, 1 Cotswold, 20 Negretta, 7 South Downs, 251 Leicesters, and 6 Romney Marsh.

It will be seen by the table below that these sheep were principally imported from Victoria and Tasmania, and several small lots were also brought from England. The number of coarse-wool sheep imported, consisting principally of Leicesters and Lincolns, exceeds that of any previous year. These have been in several cases bought in small lots by farmers in the County of Cumberland, who, I am pleased to report, are combining sheep-farming with, and as an auxiliary to, the cultivation of cereal crops. These sheep appear admirably adapted for this purpose, producing fleeces weighing, when washed, from 5 lbs. to 7 lbs. each, which fetches from 1s. 6d. to 2s. per lb.; and lambs at 4 months old weighing from 40 lbs. to 50 lbs. each. The Leicester and Lincoln breed appear most in favour with the farmer, as carrying the largest fleece with the greatest amount of carcass.

The following Table shows the number of Sheep imported into the Colony, from January 1st to December 31st, 1872.

Date.	Merino.		Lincoln.		Cotswold.		Negretta.		South Down.		Leicester.		Romney Marsh.		Total.	Where from.	Importers' Names.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.			
Jan. 2	...	...	...	10	...	...	...	...	...	...	...	...	...	...	10	London	Messrs. M'Donald, Smith & Co.
" 2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	"	Messrs. Dangar, Gedy & Co.
" 18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	73	Victoria	Mr. M'Larins.
Feb. 1	...	...	25	...	...	...	...	...	...	...	...	36	37	...	25	"	" T. Rutledge.
Mar. 18	8	20	...	...	...	...	...	...	...	...	...	...	...	...	28	Tasmania	" A. Cunningham.
" 30	72	...	...	...	...	...	...	...	...	...	...	...	...	...	72	"	" Broadribb.
April 6	4	...	...	...	...	...	...	...	...	...	...	...	...	...	4	London	Messrs. Gilchrist, Watt & Co.
" 9	...	...	...	...	...	...	...	...	...	...	...	...	...	6	New Zealand	Mr. Gibbs.	
May 3	22	10	...	...	...	...	...	...	...	...	...	...	...	...	32	Tasmania	" Henty.
" 9	...	...	3	...	...	...	...	...	...	...	...	...	...	...	3	London	" Frazer.
" 9	4	...	...	...	...	...	...	...	...	...	...	...	...	...	4	"	Messrs. Gilchrist, Watt & Co.
" 28	...	...	...	...	...	...	...	...	...	...	...	3	...	...	3	"	Mr. Franklin.
June 6	...	...	...	...	...	...	...	...	...	...	...	4	1	...	5	Tasmania	Messrs. T. & A. Cadell.
" 17	1005	...	...	...	...	...	...	...	...	...	...	...	...	...	1005	Melbourne	Mr. Armytage.

Return of Sheep imported (continued) :—

Date.	Merino.		Lincoln.		Cotswold.		Negretta.		South Down.		Leicester.		Romney Marsh.		Total.	Where from.	Importers' Names.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.			
July 4	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	London	Messrs. M'Donald, Smith & Co.
" 19	...	...	...	...	...	...	...	...	...	...	29	...	...	...	29	Tasmania	Mr. W. Wallis.
Aug. 31	69	...	...	...	...	...	...	...	...	...	...	...	...	...	69	"	Messrs. Gibson & Son, and Mr. Paramore.
Sept. 13	...	...	...	...	...	...	...	...	...	...	13	34	...	...	47	Melbourne	Mr. Bond.
" 13	...	...	...	...	...	...	...	...	1	...	18	5	...	...	24	Tasmania	" Cadell.
" 30	108	15	...	...	...	...	...	...	...	...	...	...	...	...	123	Melbourne	" G. Campbell.
Oct. 7	...	...	39	40	...	...	...	...	...	...	...	...	...	...	79	"	Messrs. Marwood & Rome.
" 12	28	...	...	...	...	...	...	...	...	...	...	...	...	...	70	Tasmania	Messrs. Harrison, Jones & Devlin.
Nov. 1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	London	Mr. J. P. Doyle.
" 2	8	...	...	...	...	...	...	...	...	...	...	...	...	...	8	Tasmania	" H. Bloomfield.
" 18	...	...	...	...	...	...	20	...	...	...	...	...	...	...	20	Hamburg	Messrs. Rabone, Feez & Co.
" 22	...	...	16	15	...	...	...	...	...	...	...	...	...	...	31	New Zealand	Mr. F. Hill.
Dec. 16	...	...	...	...	...	...	...	...	2	4	3	...	...	...	9	London	" A. Hinchcliffe.
" 20	...	...	...	...	...	...	...	...	...	...	24	...	...	...	24	Tasmania	" Bent.
Totals...	1330	45	83	65	1	...	20	...	3	4	132	119	6	...	1808		

Several of the above lots were consigned to stock agents here, and sold by them in small numbers; consequently they are scattered through different parts of the Colony.

5. *Improvement in our Sheep.*

The Inspectors report an improvement in the quality of the sheep throughout the Colony, which has been brought about principally by careful culling, and the introduction of rams from the Stud Flocks in the Mudgee and Merriwa Districts, and the large importations from the principal flocks of Victoria and Tasmania. Paddocking, which is now becoming general in most districts, has also added very much to the improvement of our flocks.

The large introduction of Stud Sheep during the last few years has already left its mark; and I have no doubt that now, as most of our sheepowners see the benefit to be derived from breeding only from first-class stock, the flocks will continue to improve.

6. *Diseases and ailments of the Sheep.*

Scab.—I have much pleasure in reporting that the Colony is still free from this dreaded disease. The utmost vigilance has to be exercised by the Inspectors and Boundary Riders along the banks of the Upper Murray, where, on the Victorian side, large numbers of diseased sheep are running at large, and are frequently detected by our Boundary Riders crossing into New South Wales, and destroyed.

The greatest care has also to be exercised at our ports, where sheep are continually arriving from places infected with scab. Two diseased lots have been brought into Sydney during the last year—one from London direct, and the other lot from London *via* Melbourne. These sheep have been placed in an isolated quarantine, where they remain six months, and receive several dressings before being allowed to go inland.

Catarrh.—This disease has not made its appearance during the last year. The means adopted with the few flocks infected, about two years ago, in the New England District, appears to have entirely stamped it out, or at any rate checked it for a time.

Cumberland Disease.—Cumberland Disease has only made its appearance in six Districts throughout the Colony, principally in the North-western Districts, and then only slightly, the number of deaths being comparatively small in number.

Yellows.—This disease has only appeared in one District on the Upper Murray, where on some runs it has been very prevalent.

Red Water.—Red Water has only shown itself slightly in four Districts.

Grass Seeds.—Ten Districts report Grass Seed as being very prevalent, especially so in the Southern and Western Districts. Fencing and paddocking the stock appears to be the best means of eradicating it.

Dogs.—Both tame and native dogs are very troublesome to the sheepowners, especially the former in the more settled Districts. Many owners have had to abandon sheepfarming in consequence of the destruction caused by tame dogs. As will be seen by the following tabulated Table, legislation for the registration and putting a collar on all dogs is loudly called for by the sheepowners throughout the Colony. If this was done, owners of destroyed sheep would then in most cases be able to come on the owners of these destructive dogs for compensation for property destroyed.

Native dogs, too, might in a great measure be exterminated by laying poison in each District throughout the Colony simultaneously. This might be carried out by the different Boards of Sheep Directors having power to appoint men to poison throughout their District.

The

The following Table will show the losses from native and tame dogs in the various Districts, and the owners' opinions as to the best means of extirpating them:—

THIS Table shows the opinions of the Sheepowners, given through the Inspectors, as to the necessity for Legislation and destruction of Native and Tame Dogs.

District	Native Dogs numerous or otherwise.	Extent of losses by Native Dogs.	Best means of extirpating them.	Extent of losses from Tame Dogs.	Do you approve of Legislation for		Remarks.
					Native Dogs	Tame Dogs.	
Albury	Nil	Nil	All destroyed already.	Considerable.	No.....	Yes	Registration should be made compulsory.
Balranald	Very few.....	About 1 per cent.	Poison with strychnine.	Very slight...	Yes	do	
Bathurst.....	Numerous ...	Considerable.	Poisoning	3,086	Against ...	For	In favour of legislation for tame dogs.
Bourke.....	do	5 per cent. ...	Poison with strychnine.	Nil	Strongly in favour in both cases.		Owners should be compelled to poison.
Braidwood	Very few.....	About 1 per cent.	do	Considerable.	Yes	Yes	Owners should be compelled to poison at stated periods.
Carcoar	A few	Slight	Poison	do	do	do	
Cooma	Rather troublesome	5 per cent. ...	do	Very few	Greatly in favour of Legislation for both.		Registration fee should be high.
Coonabarabran.....	Troublesome in many cases	2 to 5 per cent.	do	Troublesome in a few cases	Yes	Yes.	
Corowa	None	None	do	Considerable.	No.....	do	Registration of all tame dogs.
Deniliquin	A few periodically	Slight	do	Several.....	Decidedly..	Decidedly..	Compulsory Act. Register tame, and destroy native dogs.
Dubbo and Cannonba..	Numerous ...	Very considerable.	do	Very few	Approve ...	Approve.	
Eden	do	Considerable.	do	Slight	Yes	Yes	Legislation strongly recommended for both tame and native dogs.
Forbes	do	4 per cent. ...	do	do	do	do	Compulsory destruction. Registration.
Glen Innes.....	do	2 per cent. ...	Poison with strychnine.	A few	do	do	Registration of all dogs throughout the Colony.
Grafton and Casino ...	None	None.....	do	None	do	do	
Goulburn	Occasionally.	Slight	do	Considerable.	do	do	Registration of all dogs should be made compulsory. Fee should be heavy.
Gundagai	A few	do	Poison	Very slight...	do	do	
Hay	Troublesome	do	do	Very few	No	No	
Maitland.....	Numerous ...	Considerable.	do	Several cases.	Yes	Yes	
Menindie.....	do	3 per cent. ...	do	Slight	do	do	Poison native dogs, and register tame.
Merriwa	No information.						
Mudgee	{ 4. Numerous } 19. Nil	One case, 100	By strychnine.	108.....	Yes	Compulsory registration	Every dog should be taxed.
Narrabri.....	Numerous ...	Considerable.	Poison	Considerable.	do	Yes.	
Port Macquarie	Badly	do	do	Nil	do	do	
Singleton	Nil .....	.....	.....	Considerable.	.....	do	Compulsory registration.
Sydney and Picton	A few	Nil	Poison	do .....	.....	do	Strong in favour.
Tamworth	Numerous ...	Considerable.	do	do	Yes	do	
Wagga Wagga	A few	Very slight...	do	do	No.....	do	Registration.
Warialda.....	Numerous ...	Slight	do	None	Doubtful.		
Wentworth	do	3 per cent. ...	do	Slight	do		Blacks' dogs very troublesome.
Windsor	Nil	Nil	do	do .....	.....	Yes	Tame dogs should be heavily taxed, and have collar with owner's name.
Yass	A few	do	do	Considerable	Yes	do	Registration of all tame dogs.
Young	Occasionally.	Slight	do	do	do	do	

Footrot.—By the following Table it will be seen that no less than twenty-four Districts suffered more or less from footrot. The principal remedies tried, and in most cases successfully, were butter of antimony, arsenic, carbolic acid, and bluestone. It will be noticed that where bluestone has been tried by itself the result has not been satisfactory, but when mixed with arsenic it has had a good effect.

Fluke.—Twelve Districts are reported as infected with fluke; two badly, and ten only slightly. The remedies tried have been sulphate of iron and salt, gunpowder, and Pottie's medicine, with generally good results.

Worms.—It will also be observed by the following Table that in almost every District where footrot and fluke have appeared, that worms have also been prevalent. Eleven Districts have suffered from worms, some of them very severely. The principal remedies tried have been sulphate of iron and salt, gunpowder, turpentine and kerosene, with favourable results; a change of pasture is also recommended. All the Inspectors report the extremely wet season to be the principal cause.

RETURN

RETURN by Inspectors, showing the prevalence of Footrot, Fluke, and Worms, and cause, the remedies tried, and their effect in the several Sheep Districts throughout the Colony.

District.	How affected.	Cause.	Cures tried.			Results.	Remarks.
			Footrot.	Fluke.	Worms.		
Albury.....	Footrot badly; fluke slightly	Wet weather	Bluestone and arsenic, butter of antimony, bluestone and tar arsenic.	Sulphate of iron and salt.....	.....	Good.....	No worms.
Balranald	No disease.	do	Butter of antimony, bluestone and tar, nitre and muriatic acid.	Salt .....	.....	Fair	Nitre and muriatic acid the best for footrot.
Bathurst.....	Footrot and fluke badly; worms very slight.	do	Arsenic troughs and lime .....	.....	.....	Satisfactory.	
Bourke.....	Footrot slightly	do	Bluestone, tar, and kerosene	Sulphate of iron and salt.....	Salt and sulphur.....	No remedy	Salt and sulphur a preventive.
Braidwood	Footrot, fluke, and worms badly.....	do .....	.....	.....	.....	.....	.....
Carcoar	Footrot, fluke, and worms very prevalent.	Rocky run, and wet season	Bluestone and arsenic, butter of antimony.	Gunpowder, sulphate of iron, and salt.	Gunpowder drench, sulphate of iron and Liverpool salt.	Good.	
Cooma	Footrot, fluke, and worms slightly.....	Wet ground	Bluestone and fat, butter of antimony.	Salt, and kept on dry ground .....	.....	Satisfactory	Use plenty of salt for worms.
Coonabarabran.....	Footrot slightly	do	Lime-water and bluestone—simple paring.	.....	.....	Successful	Lime-water is almost a certain cure.
Corowa	Footrot very slightly	do	Paring and solution of arsenic .....	.....	.....	Good.	
Deniliquin	Footrot slightly	do	Butter of antimony .....	.....	.....	Cured.	
Dubbo and Cannonba	Footrot prevalent; worms very slightly	Wet season.....	Bluestone, arsenic, and lime, butter of antimony.	.....	Sulphate of iron and salt.....	Checked the disease	
Eden.....	Footrot slightly	Wet ground	Bluestone and arsenic, kerosene and tar, carbolic acid.	.....	.....	Good.	
Forbes	Footrot and fluke very slightly	do	Arsenic, butter of antimony	Pottic's medicine .....	.....	Satisfactory	Arsenic the best cure for footrot.
Glen Innes.....	Footrot, fluke, and worms badly.....	do	Not stated	Sulphate of iron and salt, sulphur, salt, and turpentine.	Gunpowder, sulphate of iron and salt, and change of pasture.	do	
Grafton and Casino	No disease.	do .....	.....	.....	.....	.....	.....
Goulburn	Footrot, fluke, and worms badly	Continued wet weather	Allen's ointment, arsenic and bluestone, bluestone and turps, strong lime-water, butter of antimony.	Sulphate of iron and salt.....	Brine and turps, kerosene oil, salt and sulphur.	Favourable.	
Gundagai	Footrot slightly; worms very badly	Wet weather	Bluestone and arsenic .....	.....	Not stated	Very good	One owner lost 4,000 sheep from worms.
Hay	No disease.	do .....	.....	.....	.....	.....	.....
Maitland.....	Footrot, fluke, and worms slightly	Wet marshy run	Bluestone	Sulphate of iron and salt	Sulphate of iron and salt.....	Good.....	Sulphate of iron and salt not effective.
Menindee	No disease.	do .....	.....	.....	.....	.....	.....
Merriwa	do.	do .....	.....	.....	.....	.....	.....
Mudgee	Footrot and fluke slightly.....	Incessant rain	Bluestone and butter of antimony	Rock salt and change of run .....	.....	Doubtful.	
Narrabri	Footrot slightly	Wet ground	Bluestone water .....	.....	.....	Not effective.	
Port Macquarie	Footrot badly	Not stated	Nil .....	.....	.....	No cure tried.....	Owners in this District take no care of their sheep.
Singleton	Footrot, fluke, and worms slightly.....	Wet weather	Bluestone and arsenic	Sulphate of iron and salt	Liverpool salt and sulphate of iron	Not stated.	
Sydney and Picton	Footrot badly	Wet ground	Copper dissolved in nitric acid .....	.....	.....	do	
Tamworth	do	Wet season and dirty yards	Carbolic acid, bluestone, bluestone and kerosene, caustic, butter of antimony, arsenic.	.....	.....	Carbolic acid the best remedy.	
Wagga Wagga	Footrot slightly.....	Wet season.....	Arsenic .....	.....	.....	Most successful	Allen's ointment tried with favourable results.
Warialda	Footrot, fluke, and worms slightly.....	do	Bluestone	Salt and sulphate of iron	Liverpool salt	Not stated.	
Wentworth	No disease.	do .....	.....	.....	.....	.....	.....
Windsor	do.	do .....	.....	.....	.....	.....	.....
Yass	Footrot, and worms slightly.....	Wet season.....	Arsenic .....	.....	Turpentine, kerosene, and soap	Favourable.	
Young	Footrot badly; worms and fluke slightly	Wet seasons	Arsenic, bluestone, and kerosene oil	Not stated	Sulphate of iron and salt, turpentine	Good.	Arsenic is the best cure for footrot.

II.—CATTLE.

1. *Number of our Cattle.*

No returns having been made by cattle-owners to the Clerks of Petty Sessions since 1868, I have quoted the number of cattle from the Statistical Register; and, as these Returns have only been made up to the end of 1871, I am as yet unable to state the increase for 1872.

The following are the Returns as copied from the Statistical Register for the last ten years, by which it will be seen that the number of cattle in the Colony at the end of 1871 stood at 2,014,888.

It appears there was then 425,289 less cattle than in 1863, the year before pleuro-pneumonia made such havoc in our herds. The lowest number was in 1867, when it was reduced to 1,728,427, since which time they have been steadily increasing.

Year.	No.
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
1869	1,795,904
1870	2,195,096
1871	2,014,888

I believe that the year 1872 will show a considerable increase over 1871, as will be seen from the following tabulated Table, which shows that thirty Districts are reported as increasing, only two as stationary, and one decreasing:—

2. *Description of the Cattle.*

The cattle throughout the Colony are more of the short-horn than any other breed, there having been larger numbers of short-horn sires brought to the Colony than any other.

The only other pure-bred cattle used for sires to any extent are Herefords and Devons, large numbers of which are now being used throughout the Colony; the demand for them far exceeding the supply. They are generally considered by stock-owners as more suited to upland and poor districts. Not being so large, they have also a tendency to fatten much quicker in poor country; and being more active, can carry their beef to market better than the larger short-horn cattle.

On very few stations are the cattle of a distinct breed. Their want of uniformity is to a large extent attributable to the great variety of breeds from which they are descended. The hitherto unenclosed state of the country, and consequent impossibility of keeping the different breeds separate, has also tended to their deterioration.

As our cattle-owners are now, in most districts, fencing their runs, and also breeding more from *thoroughbred sires*, we may soon expect to see more herds of distinct breeds.

3. *Estimate of the different classes of Cattle.*

The cattle nearest approaching Short-horns, Herefords, and Devons, may be classed, in round numbers, as follows.—

SHORT-HORNS.	
First-class pedigree stock	4,500
Well-bred stock	140,000
Middling	900,000
Inferior	200,000
	<hr/>
	1,244,500
HEREFORDS.	
First-class pure	1,400
Well-bred stock	30,000
Middling	90,000
Inferior	14,000
	<hr/>
	135,400
DEVONS.	
First-class pure	600
Well-bred stock	800
Middling to inferior	1,600
	<hr/>
	3,000

4. *Improvement of the Cattle.*

The cattle throughout the Colony are reported as very much improving. This appears to have been brought about by the introduction of good bulls, both imported and from the herds of our stud-breeders; combined with fencing the runs, which has made a marked improvement in the cattle.

RETURN showing the increase and decrease, improvement and deterioration of the Cattle, and the number and breed of Pedigree Stock introduced into the various Districts.

376-B

District.	Increasing or Decreasing.	Extent of Increase or Decrease.	Cause of Increase or Decrease.	At large or in Paddocks.	Benefits of Fencing.	State of the Herd.			Pedigree Stock Introduced.			Remarks.	
						Improving or Deteriorating.	Extent of Improvement or Deterioration.	Cause of Improvement or Deterioration.	Number.	Sex.			Breed.
										Male.	Female.		
Albury	Increasing	Slightly	Breeding	Principally paddocked	Very great	Improving	Slightly	Culling, and better bulls.	18	17	1	Shorthorn	Owners greatly in favour of fencing.
Balranald	do	do	do	Paddocked	Cattle quieter and grazing improved.	do	do	Introduction of fresh blood	103	8	95	Shorthorn, 1 Booth	
Bathurst	do	10 per cent.	do	Both	Great benefit	do	Moderate	Good bulls	67	42	25	Durham, Devon, Shorthorn.	do
Bourke	do	do	Breeding	do	Cattle fatter and better	do	do	do	556	350	206	Shorthorn.	
Braidwood	do	Very slightly	do	do	Great improvement—cattle better in every way	do	Slightly	New bulls	12	10	2	Durham.	do
Carcoar	30 per cent.	30 per cent.	Good sires	do	Great improvement—cattle better in every way	do	Considerable	Better bulls	23	5	18	Shorthorns.	
Cooma	Increasing	34 do	Good season	Mostly at large	Quiets the cattle	do	Not stated	Introducing good bulls	23	23	...	1 Durham, 1 Shorthorn	Greatly improving.
Coonabarabran	do	15 do	No droughts or ailments	do	Checks cattle-stealing and quiets cattle.	do	Considerable	Better bulls.	2	2	...	do	
Corowa	Decreasing	Not stated	Sales	Paddocked	Great	do	Not stated	Not stated	95	13	82	do	do
Deniliquin	Increasing	do	Breeding	do	do	do	do	Fresh blood.	90	90	...	do	
Dubbo and Canomba	do	do	do	Principally at large	Fencing beneficial	do	do	Pure bulls	17	12	5	Shorthorn and Devon	Fencing trebles the capabilities of a run, and prevents trespass.
Eden	do	5 per cent.	Breeding	do	Good	do	10 per cent.	do	35	25	10	Shorthorn.	
Forbes	do	Slightly	Breeding and purchase	do	Innumerable benefits	do	15 do	Pure bulls	120	27	93	Durham and Hereford	
Glen Innes	do	Very slight	Breeding	Both	Great benefit	do	do	Carefully breeding and speying.	...	...	...	do
Grafton and Casino	do	In one case 500	do	Paddocks and at large	Fatten better	do	Not stated	Culling, and using good bulls.	8	8	...	Shorthorn.	do
Goulburn	do	Not stated	do	Paddocks	do do	do	Considerable	Pure bulls	37	17	20	do	
Gundagai	do	Considerable	do	Both	Great	do	Not stated	Good bulls	35	15	20	Shorthorn.	do
Hay	Stationary	Slight	do	Paddocks	do	do	Slight	Better bulls	47	26	21	Devon.	
Maitland	Increasing	Considerable	do	Both	Very great	do	do	Good bulls	4	4	...	3 Shorthorns.	Fencing to a great extent prevents cattle-stealing.
Menindie	do	Not stated	do	At large	Great.	do	Not stated	do	9	9	...	do	
Merriwa	do	do	do	do	Cattle safer and better.	Neither	do	do	...	...	...	do
Mudgee	do	27½ per cent.	Not stated	Chiefly paddocked	Innumerable benefits	Improving	Not stated	Not stated	26	10	16	{ 6 Durham } { 3 Hereford } { 1 Shorthorn } Bulls.	
Narrabri	do	Middling	Breeding	Chiefly at large	Considerable	do	Slightly	Good bulls	38	38	...	Hereford and Durham.	do
Port Macquarie	do	Not stated	do	At large	do	do	Great	Selection, and good bulls	26	11	15	do	
Singleton	do	Slight	do	Paddocks	do	do	do	Better bulls	55	28	30	do	do
Sydney and Picton	do	do	Purchase	do	Cattle better	do	do	Good bulls	70	10	00	Devon and Shorthorn.	
Tamworth	do	15 per cent.	Breeding	At large	Great.	do	10 per cent.	do	36	36	...	Durham.	do
Wagga Wagga	do	Not stated	do	Paddocks	Very great	do	Not stated	Better bulls	74	30	44	Shorthorn.	
Warialda	do	do	do	Chiefly at large	Great.	do	Slight	Fresh bulls	501	72	418	Shorthorn and Durham	Cattle fatten quicker when paddocked.
Wentworth	Stationary	do	Not breeding and selling	Both	Cattle better and quieter	do	do	Good bulls	2	2	...	Shorthorn.	
Windsor	Increasing	Not stated	Breeding and purchases	Paddocks	Great	do	Not stated	Selection, and imported bulls	40	8	32	do	
Yass	do	Slightly	Breeding	Both	do	do	do	Better bulls	61	13	48	Shorthorn.	do
Young	Increasing	do	do	At large	Not stated	Stationary	do	do	...	...	...	do

6

5. Imported Cattle.

During the past year, 47 head of cattle have been imported from Great Britain, and amongst them are animals of rare merit, many of them being first prize winners at the principal shows throughout the United Kingdom, which cannot fail to add considerably to the improvement of our stock. These cattle have undergone two months' quarantine on Shark Island, and were dressed several times with disinfectants before being allowed to go to their destination.

TABLE showing the number and breed of the Cattle imported from England, from the 1st January to the 31st December, 1872.

Date.	Breed.						Total.	Where from.	Importers' names.
	Short Horn.		Hereford.		Devon.				
	Male.	Female.	Male.	Female.	Male.	Female.			
January 4	1	...	...	...	...	...	1	London ...	Mr. Binnie.
" 29	1	...	...	...	...	...	1	" ...	Messrs. Scott, Henderson, & Co.
" 29	...	1	...	...	...	...	1	" ...	" Dangar, Gedye, & Co.
Feb. 9	...	...	...	...	1	1	2	" ...	Mr. T. Yeo.
" 16	2	...	...	...	...	...	2	" ...	" W. J. Dangar.
April 6	1	1	...	...	...	...	2	" ...	Messrs. Gilchrist, Watt & Co.
" 6	1	...	...	...	...	...	1	" ...	Mr. Kingsgate.
" 6	...	1	...	...	...	...	1	" ...	" E. K. Cox.
May 28	...	1	...	...	...	...	1	" ...	" Gibson.
June 8	3	4	1	...	...	...	8	" ...	" Chauval.
" 17	6	1	1	...	...	...	8	" ...	" Archer.
July 4	1	2	...	...	...	...	3	" ...	" R. Ridge.
" 6	...	1	...	...	...	...	1	" ...	" W. J. Dangar.
" 19	2	...	...	...	...	...	2	" ...	Messrs. Gilchrist, Watt, & Co.
August 26	4	1	...	...	...	...	5	" ...	Mr. R. Ridge.
Sept. 7	...	1	...	...	...	...	1	" ...	" E. K. Cox.
" 7	...	1	...	...	...	...	1	" ...	Dr. R. L. Jenkins.
" 7	...	1	...	...	...	...	1	" ...	Captain Goddard.
Oct. 23	...	...	...	...	1	1	2	" ...	Mr. T. Yeo.
" 24	2	...	...	...	...	...	2	" ...	Messrs. Fanning, Griffiths, & Co.
Dec. 28	1	...	...	...	...	...	1	" ...	" Gilchrist, Watt, & Co.
Totals	25	16	2	Nil	2	2	47		

In addition to the above, several small lots of Shorthorn and Herefords have been imported here from Victoria, selected from the principals herds there. Many large lots of Devons have also been brought from Tasmania. This breed of cattle appears to be growing very much in favour with our cattle-breeders.

6. Ailments and Diseases of the Cattle.

Foot and Mouth Disease (Vesicular Apatha).—I am pleased to report that the dreaded Foot and Mouth disease has not made its appearance amongst our cattle during the past year.

One lot of cattle brought here by the "Ranee," showed signs of the disease shortly after leaving England, but on their arrival here all symptoms had left them. As a precautionary measure, these cattle were kept apart from other quarantined stock and placed on Garden Island, where they were several times washed with disinfectants, and after remaining in quarantine for about three months, were taken by sea to an adjoining Colony.

During the outbreak in Victoria, and until all the diseased cattle had been destroyed, and the Districts through which they had passed had been reported upon, no cattle were allowed to cross the border or come into our ports from that Colony.

Cancer.—This disease has shown itself in a mild form in each of the following Districts:—Carcoar, Dubbo, Forbes, Gundagai, Hay, Narrabri, Tamworth, and Windsor.

Ophthalmia.—Ophthalmia has only made its appearance in three Districts, namely:—Carcoar, Narrabri, and Tamworth. In the last-mentioned District it is reported as being prevalent.

Poison Pea.—Poison Pea made its appearance in the Dubbo and Glen Innes Districts; but as there is now an abundance of feed, no deaths are reported through it.

Cumberland Disease.—A few slight cases of this disease are reported in the Dubbo, Cannonba, Forbes, Narrabri, and Tamworth Districts.

Black Leg.—Black Leg has appeared in the Braidwood, Cooma, Goulburn, Maitland, and Port Macquarie Districts. From the Inspectors' abstracts, the number of deaths in the Cooma District from this disease is stated to be 33 per cent.

Bleeding at an early stage of the disease would appear to be the best remedy tried.

Pleuro-pneumonia.—There is scarcely a District that was not more or less affected by the last outbreak of this disease. Seven are reported as having been badly affected, eighteen slightly, and only four Districts quite free. Inoculation appears to be the best preventative, and to be generally believed in by cattle-owners. It would appear that, in the inoculated herds, the disease left at from one week in some cases to six months in others; whereas in the uninoculated herds it remained from six months to two years. The deaths, too, after inoculation appear few compared with the number of deaths in the uninoculated herds.

Legislation appears to be very much required to prevent owners of diseased cattle driving them through clean runs, and also to compel drovers to give notice to owners of runs in which cattle are travelling through, to enable such owners to examine them, and keep their own stock out of the road. This, too, would act in a great measure as a preventative to cattle-stealing, as it would enable stockholders to see if their own or neighbour's stock were being taken away by dishonest drovers.

RETURN showing the number of Cattle affected with Pleuro-pneumonia, during last outbreak of the disease, and the results in the Inoculated and Uninoculated Herds throughout the Colony.

District.	How affected.	Number affected.	How long prior to Inoculation.	Number of Deaths prior to Inoculation.	Inoculated Herds.					Uninoculated Herds.			Remarks.
					Mode of Inoculation.	Effect of Inoculation.	Owners' general opinion of Inoculation.	How long the Disease remained after Inoculation.	Number of Deaths after Inoculation.	How long was Disease in herd altogether.	How many Cattle died from it.	Remedies tried other than Inoculation.	
Albury	Slightly	9 per cent.	10 days to 6 months	6 per cent.	Usual	Satisfactory	Favourable.....	15 days to 8 months.	4 per cent.	Not stated ...	1 case, 100 head.	.....	Owners generally in favour of inoculation. Without effecting a cure.
Balranald.....	Very slightly	Not stated	.....	Very few.....	do	Not stated	For .....	.....	.....	.....	.....	Epsom salts	
Bathurst	Slightly	6 per cent.	1 to 6 months.....	30 per cent.....	do	Beneficial	do	1 to 3 months	3 per cent.	2 to 12 months	397.....	Bleeding.	
Bourke	do	2 per cent.	Not stated	10 per cent.....	Needle, and virus extracted from beast.	Good.....	Doubtful.....	Not stated ...	.....	6 months.....	5 per cent.	Bleeding, and tar applied to the nostrils.	
Braidwood	No disease ...	.....	.....	.....	.....	A cure and preventive.	Favourable .....	.....	.....	.....	.....	.....	Careless inoculation useless. Generally in favour of inoculation.
Carcoar	Slightly	620.....	2 to 6 months	333.....	With virus.....	Good	All in favour.....	2 to 4 months	117.....	4 to 12 months	.....	.....
Cooma	Badly	33½ per cent.	1 month to 2 years	16 per cent.....	In the tail	do	For	1 month	1 case, 300	.....	1 case, 500	Bleeding.	
Coonabarabran	Slightly	8 per cent.	2 months.....	3 per cent.	Usual mode	Beneficial	Against	do	6.....	2 years	1,250	Bleeding	Many of the owners do not understand the process of inoculation.
Corowa	Very slightly	Not stated	1 month	1 per cent.	Usual	Prevented the remainder becoming infected.	Entirely believe in its efficacy.	Not stated ...	Nil	Not stated ...	Not stated	.....
Deniliquin	Badly	10 per cent.	A few months	15 per cent.....	do	Favourable	Favourable	About 2 months.	4 per cent.	.....	.....	.....
Dubbo and Cannonba	do	14½ per cent.	3 weeks to 18 months.	5 to 10 per cent.	do	Good	For	1 to 3 months	7½ per cent.	6 weeks to 12 months.	15 to 33 per cent.	Coal tar.	
Eden	Only one or two cases, very slightly.												
Forbes	Slightly	2 per cent.	2 to 6 weeks	2 per cent.	Usual mode	Preventive	For	About 1 month.	1 case, 25 per cent.	Not stated ...	Not stated	Tar applied to the nostrils.	
Glen Innes	Badly	Not stated	6 weeks to 6 months	15 per cent.....	do	Not stated	Favourable.....	2 months.....	Very few...	do	5 per cent.	.....	Inoculation believed in.
Goulburn	do	38 per cent.	2 months	30 per cent.....	do	do	do	1 week to 3 months.	3 per cent.	4 months.....	463.....	Bleeding under root of tail, with good results.	
Grafton and Casino	No disease.												
Gundagai	A few very slight cases. No other information given.												
Hay .....	.....											
Maitland	Slightly	1 case, 25 per cent.	2 weeks to 1 year ...	6 to 30 per cent.	Seton in tail	Very good	Not stated	2 weeks .....	.....	.....	8 per cent.	.....	Inoculation the best remedy.
Menindie	Very slight...	Not stated	No other information given.										
Merriwa	No disease.												
Mudgee	Badly	30 per cent.	1 month	5 per cent.	Virus extracted from beast in second stage.	Good.....	For	3 weeks	5 per cent.	2 months.....	3 head in 1 case.	Bleeding	Inoculation most effectual.
Narrabri	do	1,050	4 weeks to 6 months	Not stated	Needle and virus	Not stated	do	2 months.....	do	6 months.....	180.....	do.	
Port Macquarie	Slightly	120.....	2 months to 2 years	13 per cent.....	Usual	Disease disappeared at once.	do	1 month	Nil	do	20 per cent.	do.	Bleeding tried, but without success.
Singleton	No information.												
Sydney and Picton	Slightly	50	12 months	9 per cent.	Usual	Not stated	For	2 months ...	.....	.....	3	.....
Tamworth	do	5 per cent.	3 months.....	20 per cent.....	do	do	do	do	2 per cent.	18 months ...	25 per cent.	Bleeding, saltpetre, and sulphur.	
Wagga Wagga.....	do	Not stated	6 months.....	3 per cent.	Needle and virus	do	Preventive	5 months.....	.....	11 months ...	19	.....
Wariwala	do	No other information.											
Wentworth	do	Not stated	3 months.....	10 per cent.....	Usual	Successful	For	4 months.....	3 per cent.	12 months ...	14 per cent.	.....	Owners nearly all against inoculation.
Windsor	No disease.												
Yass	Slightly	Not stated	Not stated	5 per cent.	Usual	Good.....	For	Not stated ...	5 per cent.	3 months.....	200	.....
Young	do	10 per cent.	1 week to 6 months	8 per cent.	Virus applied in usual way.	do	do	2 weeks to 6 months.	Nil.....	.....	6.....	.....	Inoculation successful.

III.—HORSES.

1. *Number of the Horse Stock.*

By the Statistical Returns, the number of Horses in 1871 was 304,100. This was a decrease on the previous year of 33,497, and an increase on any of the previous *eight* years. The numbers returned for the last ten years stand thus :—

Year.	No.
1862	273,389
1863	262,554
1864	284,567
1865	282,587
1866	278,437
1867	280,201
1868	280,818
1869	280,304
1870	337,597
1871	304,100

From the returns made by stock-owners to the different Inspectors, it appears that the Horse Stock is slightly increasing in twenty-four Districts, stationary in seven, and decreasing in one only. They are also reported as improving in twenty-five Districts, and stationary in seven. The Districts reported as most improving are where the largest number of thoroughbred sires have been introduced, as well as where the greatest number of runs have been fenced,—fencing being very necessary for the destruction of wild horses.

The Horse Stock is also reported as being in a very healthy condition; no disease, of an epidemic or contagious nature, having been noticed amongst them during the past year.

I have the honor to be, Sir,

Your most obedient servant,

GEORGE S. YEO.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BATHURST CATTLE SALE YARDS BILL.

(PETITION AGAINST—HENRY ROTTON.)

Ordered by the Legislative Assembly to be printed, 8 April, 1873.

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

The humble Petition of the undersigned Farmer and Grazier, residing at Blackdown, Bathurst,—

RESPECTFULLY SHOWETH :—

That your Petitioner has heard that a Bill, emanating from the Council of the Municipality of Bathurst, has been introduced into, and is now under the consideration of your Honorable House, “to authorize the erection and maintenance of cattle sale yards, &c., &c.”

That the following objections prevail against the passing of the Bill :—

First.—That the Bill, so far as your Petitioner is aware, has not been published in Bathurst; the public, therefore, have not been afforded an opportunity of expressing an opinion of approval or disapproval of its provisions.

Second.—That the site upon which the sale yards are proposed to be erected is a portion of seven hundred and sixty-two acres of land already dedicated to the public for purposes of recreation, and for the laying out of a park thereon; that diverting the land to any other purposes will seriously interfere with the pleasures, exercise, and health of the inhabitants of the town, and will in fact be a breach of faith with the said inhabitants, by taking away from them what is now their undoubted right by free gift from the Government, under the authority of the Parliament of the Colony, conveyed in the Land Act of 1861.

Third.—That the third clause of the Bill (as now constructed) gives the Council power to impose “fees and charges” outside the boundaries of the Municipality; that such power will result in an undue interference with trade, and will be an imposition upon individuals not subject to the Council.

Fourth.—That there are other smaller towns near to Bathurst, and within the limits proposed in the Bill, namely: Peel, eight miles; Dunkeld, six miles; Raglan, four miles; Eglington, three miles; and Kelso, only one mile distant; which will be very injuriously affected if the Bill passes into law.

The last-named town (Kelso) is already a considerable place, and fast growing into importance, where will probably be the terminus of the Great Western Railway, at which all the live stock going from the Western Districts to Sydney will have to be “yarded” and taken in the train, and the Council will be empowered to impose a fee upon all such cattle.

Fifth.—That there is a certainty of a large meat trade (if not unwisely interfered with) being carried on between the Western Districts and Sydney so soon as the Railroad is completed to Kelso; that yards and slaughter-houses must be erected near the terminus (within the distance proposed in the Bill), at which the Council will be empowered to demand fees and charges, thus fettering a trade likely to prove of great mutual benefit to the country producer and the Sydney consumer, and to add considerably to the Railway revenue.

Sixth.—That endowing Borough Councils with power to collect dues outside their own boundaries will sooner or later bring them into collision with Suburban and Country Municipalities certain hereafter to be established.

Seventh.—That the Municipality of Bathurst is already deeply involved in debt, and its revenues mortgaged; the Council cannot therefore erect sale yards and buildings without increasing their debt, which will be impolitic, and unjust to the ratepayers and holders of their outstanding debentures, particularly as the proposed erection of sale yards is but a speculation, and the Council has no good data to warrant the expectation of sufficient revenue from them.

Eighth.—That your Petitioner is individually interested in this matter, being the proprietor of freehold property, and therefore a ratepayer in the Borough of Bathurst, and is a resident in its immediate vicinity, largely engaged in farming pursuits and the breeding of stock, and he will be injuriously affected by the passing of the Bill.

Your Petitioner therefore most respectfully prays your Honorable House to take these premises into your favourable consideration, with a view either to rejecting the Bill altogether or to amending it so as to obviate the objections complained of; and your Petitioner, as in duty bound, will ever pray, &c., &c.

HENRY ROTTON.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BATHURST CATTLE SALE YARDS BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
14 *March*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 42. FRIDAY, 7 FEBRUARY, 1873.

15. BATHURST CATTLE SALE YARDS BILL:—*Mr. Driver*, on behalf of *Mr. Combes*, moved, pursuant to Notice,—
- (1.) That the Bathurst Cattle Sale Yards Bill be referred to a Select Committee for consideration and report.
- (2.) That such Committee consist of *Mr. Driver*, *Mr. Bennett*, *Mr. Farnell*, *Mr. Hay*, *Mr. Lackey*, *Mr. Cunneen*, *Mr. Moses*, *Mr. Single*, *Mr. J. S. Smith*, and the Mover.
- Question put and passed.

VOTES No. 65. FRIDAY, 14 MARCH, 1873.

4. BATHURST CATTLE SALE YARDS BILL:—*Mr. Combes*, as Chairman, brought up a 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 7th February, 1873.
- Ordered to be printed.

* * * * *

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1872-3.

BATHURST CATTLE SALE YARDS BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred for consideration and report, on the 7th February, 1873, the "*Bathurst Cattle Sale Yards Bill*,"—beg to report to your Honorable House,—

That they have examined the Witnesses named in the list* (whose evidence will be found appended hereto); and that the Preamble, as amended,† having been satisfactorily proved to your Committee they proceeded to consider the Clauses and Schedule of the Bill, in which it was deemed necessary to make certain amendments.†

* See list.
Page 4.

† See Schedule of
Amendments.

Your Committee now beg to lay before your Honorable House the Bill as amended by them, with amendments in the Preamble.

EDWARD COMBES,
Chairman.

No. 2 Committee-room,
Sydney, 13 March, 1873.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 11 MARCH, 1873.

MEMBERS PRESENT :—

Mr. Combes,	|	Mr. Cunneen,
Mr. Moses,	|	Mr. Hay.

Mr. Combes called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Printed copies of the Bill *referred*, and original Petition to introduce the same before the Committee. Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

Adjourned.

WEDNESDAY, 12 MARCH, 1873.

MEMBER PRESENT :—

Mr. Combes.

In the absence of a Quorum, the meeting called for this day lapsed.

THURSDAY, 13 MARCH, 1873.

MEMBERS PRESENT :—

		Mr. Combes in the Chair.
Mr. Driver,	|	Mr. Hay,
		Mr. Bennett.

E. Webb, Esq., M.P., called in and examined.

Witness withdrew.

R. D. Fitzgerald, Esq., Deputy Surveyor General, called in and examined.

Witness withdrew.

Preamble read and *amended** on motion of Mr. Driver.

Question,—That this Preamble, as *amended*, stand part of the Bill, *put* and *passed*.

Bill read; *amended*,* on motion of Mr. Driver, and *agreed to*.

Schedule *read*; *amended*,* on motion of Mr. Driver, and *agreed to*.

Chairman to report the Bill to the House with amendments, also *amendments* in the Preamble.

*See Schedule of Amendments.

SCHEDULE OF AMENDMENTS.

Page 1, preamble, line 4.	Omit "5433"; insert "762."
" " lines 5 & 6.	Omit "the 18th day of December, 1866"; insert "the 10th of January, 1865."
" " line 6.	Omit "as a"; insert "for."
" " "	Add to "Common" the syllable "age"; insert "and public recreation at Bathurst and known as the Park."
" Schedule, line 30.	Omit "the"; insert "762 acres dedicated for commonage and public recreation at."
" " "	Omit "Town Common"; insert "and known as the Park."
" " line 32.	Omit "chains"; insert "degrees."
" " "	Omit "links"; insert "minutes."
" " "	Insert "chains after 21"; omit "44"; insert "41."
" " line 33.	After "south" add syllable "ern."
" " "	Omit "West."

LIST OF WITNESSES.

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1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BATHURST CATTLE SALE YARDS BILL.

THURSDAY, 13 MARCH, 1873.

Present :—

MR. COMBES,
MR. WEBB,

MR. HAY.

MR. DRIVER,
MR. BENNETT,

EDWARD COMBES, Esq., IN THE CHAIR.

E. Webb, Esq., M.L.A., examined :—

1. *Chairman.*] Your name is Edward Webb? Yes.
2. You have resided for many years in the town of Bathurst? Yes.
3. Are you aware of the objects of the Bill now before this Committee? Yes.
4. Is it expedient that sale-yards for the sale of cattle should be established on the Common at Bathurst? Yes, it is very necessary.
5. Why? The cattle at present are sold within the Municipality. They are driven through the streets during the hours of daylight, and several accidents have occurred. I think one person has been killed by cattle being driven through the streets. It is therefore very dangerous; and there is no suitable place in the neighbourhood of Bathurst for the sale of cattle.
6. *Mr. Driver.*] Is it necessary, Mr. Webb, that the Municipal Council of Bathurst should be compelled to erect suitable buildings and yards? Yes.
7. Would the erection of these yards be a great boon to the public of Bathurst? Yes; there has been a public meeting held on the question, and resolutions unanimously come to on the question, requesting the Council to take action.
8. Then, as far as you are aware, there is no objection to the proposed course? No; far from it. The people are anxious it should be carried out.
9. Are you aware whether a similar feeling exists among the graziers and stockowners of the district? Yes, they are anxious for them, because now all the business is centred in the hands of certain individuals. The Council will not allow yards to be erected, and all cattle have to be sent for sale to these two persons, who have virtually a monopoly of the business. All persons complain of this monopoly, except these two.
10. All persons interested complain of it? Yes, all persons interested, except the two persons I have referred to, and you can't expect them to complain.

E. Webb, Esq.
M.L.A.

13 Mar., 1873.

Robert D. Fitzgerald, Esq., called in and examined :—

11. *Chairman.*] Your name is — ? Robert D. Fitzgerald.
12. You are in the Survey Office? I am the Deputy Surveyor General.
13. Are you aware that certain land, containing by admeasurement 5,433 acres, was, by notice in the *Government Gazette* in 1866, dedicated as a Common for the town of Bathurst? No; there is a mistake in that. These amounts appear to be taken from the temporary Common. There is a temporary Common of 543 acres, and that appears to be it.
14. *Mr. Driver.*] Has not land been dedicated? Yes; 762 acres.
15. Is that a portion of the land there described? No. There is a temporary Common of 543 acres, but it does not affect this portion of land. It does not come into it. This comes into the 762 acres.
16. Which has been already dedicated to the public? Yes. It was dedicated for Commonage and for public recreation.
17. On what date? The 10th January, 1865.
18. How much;—700 acres did you say? No; 762.

R. Fitzgerald,
Esq.

13 Mar., 1873.

- R. Fitzgerald, Esq. 19. Have any persons been appointed Trustees of that Common? Yes; the Council of the Borough were appointed Trustees.
20. When? On the 7th November, 1871, by *Gazette* notice of that date.
- 13 Mar., 1873. 21. Has the *Gazette* notice been given? Yes; they were appointed by *Gazette* notice of that date.
22. And you say the land described in the schedule to this Bill forms part of the 762 acres so dedicated? Yes. The description is not a good one. I may call your attention to that. There are some mistakes in it. For instance: "bearing 240 chains 40 links" should be "240 degrees 40 minutes, distant 21 chains 44 links." That will bring it near a road. I don't know whether it is intended to be on the road.
23. That is the Carcoar Road? I believe it will be near it.
24. *Chairman.*] Go on Mr. Fitzgerald? I think it would be an improvement to put in the "Southern" instead of "South-west," but it does not much matter; and I think that the description should run thus: "10 acres of land, portion of 762 acres, dedicated for Commonage and public recreation at Bathurst, and known as the Park."
25. Can you give us this paper? Yes; the descriptions are in that.
26. *Mr. Driver.*] And this amended description handed in by you is correct? Yes; at least I believe it is so. It is at any rate consistent in itself, which the other one is not. The land is a portion of the 762 acres at any rate.

1872.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WALKER AND CARLOW STREETS ENCLOSURE BILL.
(PETITION AGAINST—INHABITANTS OF ST. LEONARDS.)

Ordered by the Legislative Assembly to be printed, 22 November, 1872.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned Inhabitants of the District of St. Leonards,—

HUMBLY SHOWETH :—

That your Petitioners have observed with concern that there is a Bill before your Honorable House which proposes to enclose those portions of Walker-street and Carlow-street, which intersect the public reserve for purposes of recreation within this district, set apart as a public place.

Your Petitioners are desirous to show that if the Bill now before your Honorable House should receive the assent of your Honorable House there will be no public thoroughfare through the said reserve; that the property-owners in the vicinity will suffer damage, and have a fair claim for compensation; further, that the general public will be put to serious inconvenience, without any corresponding advantage.

Before the said reserve was formed at all there was a thoroughfare, which ran at angles; said thoroughfare was a great convenience to persons proceeding to Middle Harbour. This is now closed; and if your Honorable House should consent to the Bill now before your Honorable House, the reserve (consisting of forty acres) will be entirely shut out from all wheeled vehicles or equestrians.

Your Petitioners therefore humbly pray that your Honorable House will refuse to give your assent to the said Bill; and your Petitioners will, as in duty bound, ever pray.

[*Here follow 44 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WALKER AND CARLOW STREETS ENCLOSURE BILL.

(PETITION AGAINST—CERTAIN RESIDENTS AT NORTH SHORE.)

Ordered by the Legislative Assembly to be printed, 25 March, 1873.

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

The Petition of the undersigned Inhabitants of the North Shore,—

HUMBLY SHOWETH :—

That your Petitioners are made aware, by means of the public Press, that a Bill is now before your Honorable House to legalize the shutting up of portions of Carlow-street and Walker-street, in the township of St. Leonards, North Shore.

Your Petitioners would respectfully beg leave to state that, about eighteen months ago, the Corporation of the Borough of St. Leonards, without calling any meeting of the Inhabitants or consulting them in any way, shut up the streets in question, and that the Bill now before your Honorable House is brought in to legalize this most illegal act; and that one of the Aldermen, who was a party to thus shutting up the streets, has been instrumental in getting up the Petition in favour of the Bill recently presented to your Honorable House.

That, in the opinion of your Petitioners, it is highly undesirable that the streets in question should be shut up, for the following reasons :—

1. That the whole of the traffic to Middle Harbour, the Forts, and the Water Reserve, is thrown into Falcon-street and Ridge-street, causing a detour of more than half a mile.
2. That both these streets have very steep gradients—in some places as much as one in fifteen, and are therefore unfit for heavy traffic.
3. That Ridge-street is totally impassable at the south-east corner, owing to a precipice, but a roadway has been temporarily opened by cutting off about an acre of the Reserve, as shown on the Plan attached to the Bill.
4. That both Carlow-street and Walker-street where they pass through the Reserve, are not only perfectly level and fit for any traffic, but are fully half a mile nearer.
5. That property in the neighbourhood of the Reserve has been much depreciated in value by the shutting up of the streets in question.

Your Petitioners therefore pray your Honorable House not to pass the Bill.

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

[Here follow 300 Signatures.]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WALKER AND CARLOW STREETS ENCLOSURE BILL.

(PETITION IN FAVOUR OF—CERTAIN INHABITANTS OF THE DISTRICT OF ST. LEONARDS.)

Ordered by the Legislative Assembly to be printed, 7 March, 1873.

Walker and Carlow Streets Enclosure Bill.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the Subscribers hereto, who are Inhabitants of the District of St. Leonards,—

HUMBLY SHOWETH:—

That your Petitioners view with satisfaction the course taken by the Hon. Member of St. Leonards, in endeavouring to secure for the residents on, and visitors to, the north side of the Harbour of Port Jackson one large reserve instead of several small reserves, as will be secured by the Bill before your Honorable House.

That the Petition, signed by forty-four persons, against what is termed the resumption of Walker and Carlow Streets, does not represent the wishes generally of the District. That the majority of the persons signing said Petition have no immediate interest in the question, not living in the Borough in which the reserve is situate, and on which it is chargeable.

That several of those persons have been induced to sign under misrepresentations.

That the reserve was intended for the use of the public generally, and not for the exclusive benefit of property-holders in the vicinity.

That the enclosure as now effected will produce a more desirable place of public recreation than if the same area be intersected by public carriage thoroughfares of a chain in width.

That the public thoroughfares for foot-passengers are not necessarily interfered with, and more actually exist than are contemplated by the Petitioners against the resumption.

That the resumption does not contemplate any absence of carriage-drives and footways, if such should be deemed desirable.

That foot-passengers, who constitute the great majority of the population, are more likely to be accommodated by going as they please in one large area, than if they were obliged to pass through four separate and distinct squares, each with its gates and wickets.

That the maintenance of the said reserve must in the main depend upon voluntary subscriptions. That it has been cleared, fenced, and planted, mostly by voluntary subscriptions from people who understood that the reserve was to be closed, or rather, that the two streets were not to be continued through the reserve. That the reserve, as now improved, has increased the value of all the surrounding property more than twofold. That the property surrounding is more likely to be permanently increased in value by a large area of park in front than by having four small squares, with dusty streets intersecting them.

That the maintenance of two streets through the said reserve will entail upon the ratepayers of the Borough one-half mile of street, with kerbing, guttering, together with one mile of additional fencing and gates, the whole of which will be saved by leaving the reserve as it now stands.

That no material inconvenience can result from enclosing the continuation of Walker and Carlow Streets across the reserve, as—

Firstly,—The traffic must proceed at right angles if the streets be opened.

Secondly,—The traffic now proceeds to and from the south, from the corner near the R. C. Church, and can, without the least impediment, proceed along Ridge and Alfred Streets to Falcon-street, or along Miller-street.

Thirdly,—The traffic must proceed along these routes, as that by Walker-street is impracticable by physical features; and even were it rendered practicable, no saving of distance to Middle Harbour could take place, as far as the subsequent passage by or through the reserve is concerned.

That the only objection which has any weight, viz., the prevention of carriages and horses from going across at right angles, from points halfway from any corner to points directly opposite, applies equally to any person living on any part of the surrounding property; and, if seriously entertained, must tend to the removal of all fencing whatever, and to leaving the reserve a bare common, with nothing but paths crossing it in all directions.

That the only persons who are interested in the question involved in the last paragraph are people living or owning property at the corners of the following streets:—Walker-street with Ridge and Falcon Streets, Carlow-street with Miller and Alfred Streets,—and these are nearly all of them favourable to closing the reserve.

That no delay is entailed on foot-passengers, and the *utmost* delay caused to vehicles and horses is the length of one side of the reserve, which, at the rate of eight miles an hour, equals two minutes, and at three miles equals five minutes.

That such delay is not likely to be incurred by owners of the property named.

That the “resumption” does not imply *any* interference unnecessarily of any traffic, should such be deemed of public utility hereafter.

That should the “resumption” not take place, no diagonal route is thereby allowed.

That your Petitioners are of opinion that more advantage accrues to the public generally from the reserve as enclosed at present, than would accrue should the streets be continued.

Your Petitioners, therefore, humbly pray that your Honorable House will give your assent to the said Bill, and your Petitioners will, as in duty bound, ever pray.

[*Here follow 166 Signatures.*]

1872-3.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

WALKER AND CARLOW STREETS ENCLOSURE BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
20 *March*, 1873, A.M.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

—
1873.

1872-73.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 23. FRIDAY, 13 DECEMBER, 1872.

7. WALKER AND CARLOW STREETS ENCLOSURE BILL:—Mr. Tunks moved, That this Bill be “now read a second time.”
Debate ensued.
Mr. Stewart moved, That the Question be amended, by omitting the words “now read a second time,” with a view to inserting the words “referred to a Select Committee for consideration and report.”
“That such Committee consist of Mr. Burns, Mr. Farnell, Mr. Forster, Mr. Hill, Mr. Macintosh, “Mr. Neale, Mr. Tunks, 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 place of the words omitted be there inserted,—put and passed.
Main Question then,—
(1.) That the Walker and Carlow Streets Enclosure Bill be referred to a Select Committee for consideration and report.
(2.) That such Committee consist of Mr. Burns, Mr. Farnell, Mr. Forster, Mr. Hill, Mr. Macintosh, Mr. Neale, Mr. Tunks, and the Mover,—
put and passed.

VOTES No. 60. FRIDAY, 7 MARCH, 1873.

2. WALKER AND CARLOW STREETS ENCLOSURE BILL:—Mr. Tunks presented a Petition from certain Inhabitants of the District of St. Leonards, in favour of the passing of this Bill.
Petition received.
Ordered, on motion of Mr. Tunks (*with the concurrence of the House*), that the Petition be printed, and referred to the Select Committee now sitting on the Bill.

VOTES No. 68. WEDNESDAY, 19 MARCH, 1873.

6. WALKER AND CARLOW STREETS ENCLOSURE BILL:—Mr. Tunks, as Chairman, brought up a 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 13th December, 1872.
Ordered to be printed.

* * * * *

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1872-3.

WALKER AND CARLOW STREETS ENCLOSURE BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, to whom was referred, for consideration and report, on the 13th December, 1872, the "*Walker and Carlow Streets Enclosure Bill*," and, on the 7th March, 1873, a *Petition from certain Inhabitants of the District of St. Leonards, in favour of the passing of the Bill*,—beg to report to your Honorable House,—

That, having examined the Witnesses named in the List,* and considered * Vide List of Witnesses, p. 6. the Bill referred to them, your Committee are of opinion that such Bill should be passed by your Honorable House.

WILLIAM TUNKS,
Chairman.

No. 2 Committee Room,
Sydney, 19 March, 1873.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 30 JANUARY, 1873.

MEMBER PRESENT:—

Mr. Tunks.

In the absence of a Quorum, the meeting called for this day lapsed.

TUESDAY, 4 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks,	|	Mr. Hill,
Mr. Burns,	|	Mr. Stewart.

Mr. Tunks called to the Chair.

Entry in Votes and Proceedings appointing the Committee, *read* by the Clerk.

Committee deliberated.

Ordered,—That Mr. D. R. Gale, Mr. G. A. Bell, Mr. V. Zahel, and Mr. G. Barnett, be summoned to give evidence next meeting.

[Adjourned to Friday next, at *half-past Two* o'clock.]

FRIDAY, 7 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell,	|	Mr. Stewart,
	|	Mr. Hill.

Mr. D. R. Gale called in and examined.

Witness withdrew.

Mr. G. A. Bell called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That Mr. V. Zahel, Mr. G. Barnett, Mr. J. Rothwell, and S. H. Pearce, Esq., be summoned to give evidence next meeting.

[Adjourned to Tuesday next, at *Two* o'clock.]

TUESDAY, 11 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Stewart,	|	Mr. Hill,
	|	Mr. Macintosh.

S. H. Pearce, Esq., called in and examined.

Witness withdrew.

Mr. V. Zahel called in and examined.

Witness withdrew.

Mr. G. Barnett called in and examined.

Witness withdrew.

Mr. J. Rothwell called in and examined.

Witness withdrew.

R. D. Ward, Esq., called in and examined.

Witness withdrew.

Committee deliberated.

Ordered,—That M. W. S. Clarke, Esq., M.A., Mr. W. James, and Mr. L. Solomons, be summoned to give evidence next meeting.

[Adjourned to Friday next, at *Two* o'clock.]

FRIDAY,

FRIDAY, 14 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Burns, | Mr. Hill.

M. W. S. Clarke, Esq., M.A. (*Alderman, Borough of St. Leonards*) called in and examined.
Witness withdrew.

Mr. L. Solomons called in and examined.

Witness withdrew.

Mr. W. James called in and examined.

Witness withdrew.

Mr. L. J. Harnett examined.

Committee deliberated.

Re-assembling of the Committee to be arranged by the Chairman.

[Adjourned.]

FRIDAY, 21 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Farnell, | Mr. Burns,
Mr. Hill.

T. J. Cook, Esq., called in and examined.

Witness withdrew.

Mr. James Booth called in and examined.

Witness withdrew.

[Adjourned to Wednesday next, at *half-past Two* o'clock.]

WEDNESDAY, 26 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks, | Mr. Burns.

In the absence of a Quorum, the meeting called for this day lapsed.

FRIDAY, 28 FEBRUARY, 1873.

MEMBERS PRESENT:—

Mr. Tunks, | Mr. Stewart.

In the absence of a Quorum, the meeting called for this day lapsed.

WEDNESDAY, 5 MARCH, 1873.

MEMBER PRESENT:—

Mr. Tunks.

In the absence of a Quorum, the meeting called for this day lapsed.

WEDNESDAY, 19 MARCH, 1873.

MEMBERS PRESENT:—

Mr. Tunks in the Chair.

Mr. Hill, | Mr. Burns.

Bill considered.

Preamble postponed.

Clause 1 *read and agreed to.*

Preamble *read and agreed to.*

Chairman to report the Bill to the House, without Amendment

Chairman then submitted Draft Report. Same *read and agreed to.*

Chairman to report to the House.

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1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

WALKER AND CARLOW STREETS ENCLOSURE BILL.

FRIDAY, 7 FEBRUARY, 1873.

Present:—

MR. FARNELL, | MR. HILL,
MR. STEWART.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. David Robertson Gale called in and examined:—

1. *Chairman.*] You are aware of the nature of this inquiry, Mr. Gale? Yes.
2. You reside at the North Shore? I reside in Carlow-street—one of the streets shut up.
3. Answer my question, if you please? Yes, I reside on the North Shore.
4. You are one of those who signed a petition against the enclosure of the Park at North Shore? Yes, I signed a petition.
5. The allegations in the petition are the complaint you have to make in the matter? Our complaint is that the streets are shut up, and that they ought to be open.
6. And that the enclosure of the Park where those streets, if formed, would cross it, damages people's property? It depreciates its value.
7. That is immediately round the neighbourhood at which it is proposed the enclosure should take place? Yes, of course, more immediately around the square where the enclosures are proposed.
8. Will it damage any property belonging to you? I am a landholder a little lower down. I consider that it would damage the property of all the parties.
9. You are a landholder where? In Miller-street.
10. Whereabouts in Miller-street? Daniel Eldridge's store, which is a little lower down.
11. Is that in the municipality of St. Leonards at all? Not now. It was. It is adjacent—cut off by the street joining it.
12. Is that in the neighbourhood of the reserve? It is not in the immediate neighbourhood.
13. How far is it off? I suppose it is about a quarter of a mile from the reserve.
14. Do you state to the Committee that the closing of those streets at the reserve damages that property? I reckon that it damages the value of property all round about.
15. Does it damage that property? I consider that it does. My tenant often complains about the street being shut up; he occasionally goes with a vehicle to Middle Harbour, and has to make a detour of about a quarter of a mile in consequence.
16. Who is your tenant? Daniel Eldridge.
17. Do you know that the Corporation have charge of this property? The Mayor and Councillors are the Trustees, I believe.
18. Have you made any representations to them in the matter? No, not directly; others have, with the result of which I have been informed.
19. Your objection to this Walker and Carlow Streets Enclosure Bill is that it will have the effect of damaging people's property immediately about the reserve more especially, and in the whole neighbourhood generally? Yes.
20. Is it a fact that the value of property has been depreciated by what has already taken place there? It is a matter of opinion simply. As far as my own observation goes, and my own opinion also, I take it that

Mr. D. R.
Gale.
7 Feb., 1873.

Mr. D. R.
Gale.
7 Feb., 1873.

that property has been very much depreciated in value from the streets being shut up. That is the case more particularly in regard to those allotments in the immediate neighbourhood, where parties are residing or will reside when they build. A great deal of the property there has not yet been built upon.

21. There is a fence across the road now? Carlow-street is entirely shut up at both ends where it enters and leaves the reserve.*

22. You have seen that? I have at present to go through between the wires of a five-railed fence.

23. Do you think you are under any obligation to speak the truth when you come to give evidence before this Committee? Yes.

24. And you have seen that both ends of the street are closed? Yes.

25. You have seen it? I have. There is an opening a little above, but not at the street.

26. You have seen that as well? I have seen that as well. I am judging where it leaves by the stones; the alignment stones are lower down considerably. Where Carlow-street intersects Alfred-street there is an opening of about two and a half feet for passengers to pass in and out. The stones must be about two chains below the other opening.†

27. However, you have seen it, and it is enclosed? Yes; the stones are lower down.

28. And there is no opening there? There is no opening just at the street.

29. And in that immediate neighbourhood property has been depreciated by the enclosure? Certainly, because you have a detour to make. In fact, unless by cutting off a portion of the reserve at the south-east corner close to where Ridge-street would intersect Alfred-street you could not get along. Before these streets can intersect each other there is a precipice, and a portion of the reserve just above the top of it has been cut off in order to get a road round that way.

30. Is that open to the public? It is open by the fence being run in upon the reserve ground cutting off about an acre of it at the corner.

31. But the roadway is open? The roadway is open certainly along a portion of the reserve.

32. In the event of that portion of the reserve being closed, what other way would there be? In the event of the roadway into Ridge-street being shut up, the only other way would be by taking a northerly direction into Falcon-street.

33. Suppose you started from the Roman Catholic Chapel? Suppose I started from the Roman Catholic Chapel and follow Ridge-street, I should come to a precipice which I could not get down. In order to make a temporary roadway there, about an acre of the reserve has been cut off, as shown on this plan. (*Showing witness printed Plan appended to Walker and Carlow Streets Enclosure Bill.*) The roadway crosses the corner of the reserve into Alfred-street. If I had an allotment there, I should have to go in a northerly direction into Falcon-street, and that would entail I suppose about half a mile of a detour round the reserve at the very least. I am in treaty for ground to build upon just there. It would be a great advantage for me to have a direct roadway through Carlow-street to get to Sydney. If the portions of the reserve at the corner which is open now were shut up, I should have to take a different direction to get to Sydney, because Alfred-street is not open yet; it follows down and leads into Sydney by the top of Neutral Bay.

34. *Mr. Hill.*] How long do you say you have been living in this locality? Four years and better; in fact, five years last September.

35. At the time you went there, there was no difficulty about Carlow-street? No, because the reserve was not fenced in; it is only fifteen months or thereabouts since it was fenced in.

36. At that time was Carlow-street much used? The street was in its natural state; in fact there are only three cottages at present built in the street, with the exception of another one which stands convenient to it, and the ground attached to it runs to the corner of Carlow-street.

37. Then, so far as your own opinion goes, you think that the enclosure of Carlow-street depreciates the value of the property you have alluded to? I have no doubt it does; I have not the least hesitation in saying so.

38. *Chairman.*] Was that portion of Carlow-street enclosed used commonly before for vehicles? No; the track led in a different direction, but through the reserve.

39. Was not that track in a state of nature? It was in a state of nature. The bush track which existed before the shutting up of the street led off at the south-west corner in a direct line for Middle Harbour, at an angle through the square.

40. Carts and other vehicles went through this as well as passengers? Conveyances and foot-passengers took this as the nearest and as the best road. In point of fact, there was not a single street formed at that time in the neighbourhood.

41. As a matter of fact, you know, from having lived there so long, that that track was more through the centre of the reserve than through any other part? Yes; and the bush track was formed on the easiest gradient; it is almost level; but the gradient is very steep at the north or south end of the reserve, where the traffic is now driven; it is very steep, particularly in Ridge-street; I suppose it is one in fifteen in some parts.

42. *Mr. Hill.*] And the distance round is much greater? Suppose a party were living at the south-east corner of the reserve, and instead of being able to get by Ridge-street, by reason of the present encroachment in the park being shut up, he would have to take a detour to the north along Alfred-street, passing Carlow-street, which is now shut up, till he came to Falcon-street, following that street westward, and then coming up along the western side of the reserve by Miller-street, in order to get to Sydney.

43. If Carlow-street were kept open, the distance would be much shorter? Yes.

44. *Mr. Farnell.*] I understand you to say that the track usually used by the people of North Shore went diagonally across the reserve? Nearly so; it crossed over in a diagonal direction, entering Falcon-street, and followed on to Middle Harbour.

45. That has been the road usually in use; and Carlow and Walker Streets, which cross the reserve, have never been used? They were not formed at this time; most of the streets have been formed since the reserve was fenced in.

46.

* NOTE (on revision):—I wish to make a correction here, so far as that at the east side of the Reserve there is an opening at Carlow-street for foot-passengers of about two and a half feet; on the west side next me there is no opening.

† NOTE (on revision):—There are two openings of about two and a half feet on the east side of the reserve; one where Carlow-street intersects Alfred-street, and another about two or three chains higher up the hill to the north.

Mr. D. R.
Gale.
7 Feb., 1873.

46. I also understand you to make some objection to the deviation across the south-east corner of the reserve, on the supposition that the road there may be closed up—Is it likely to be closed up? It is an encroachment at present on the reserve; it is not the Surveyor-General's alignment of the street.
47. Are you aware that it can be done? By Act of Parliament, of course.
48. Without an Act of Parliament? Not without an Act of Parliament.
49. I understand you to say, if that deviation is made, or if that encroachment on the reserve takes place, it will afford all the convenience necessary for the traffic? Yes, but with a much steeper gradient.
50. But it will afford it? It will afford it.
51. Are not the gradients of the streets generally steep on the North Shore? Of course there is a steep gradient all the way up from the water, except in parts, to where the Catholic Chapel stands, and then the ground becomes undulating.
52. If this deviation is made across the south-east corner of the reserve, by the road leaving Ridge-street and going into Alfred-street,—and if, as I understand you to say, that deviation will afford all the convenience for traffic of persons residing on the east of that street,—how then will your interests be affected by the closing up of Carlow and Walker Streets, where they cross the reserve?
Chairman.] He has no interest—he is only going to have.
- Witness.*] I have an interest lower down.
- Chairman.*] Not in that Municipality? It was in it until very recently.
53. *Mr. Farnell.*] You stated that the closing of these streets will deteriorate the value of property—how will it do so? By causing a detour of a quarter of a mile.
54. Detour from where? Supposing a party from Middle Harbour wants to get to Sydney, instead of going along Carlow-street, which is a level street all the way—
55. Is it a road at all? It is not formed; at present it is shut up.
56. *Chairman.*] Was it ever formed? It was never formed any more than the other streets.
57. Was it ever cleared of the stumps? No.
58. *Mr. Farnell.*] Has it been aligned? Boundary stones are set up.
59. On that street? On both streets, by the order of the Surveyor General.
60. How many persons will be inconvenienced by the closing up of these streets, supposing that it will be an inconvenience? It is impossible for me to say how many. It is not to the present that I am looking at, but to the future, when the whole neighbourhood will be populated and built upon. The traffic of all the parties living in the direction of Middle Harbour and the Sandspit comes this way.
61. Point out to me on the plan the course they would take? A person coming from that direction would have to come down Alfred-street and along by Ridge-street, as long as the deviation of the road at the south-east corner was kept open.
62. Whereabouts is the ferry? About southerly.
63. Where would be Middle Harbour? To the north-east.
64. Then a person coming from Middle Harbour would pass down Alfred-street? He could pass down there as long as the deviation at the corner was kept open.
65. He could do so by passing over the deviation at the south-east corner of the reserve? Yes.
66. And then down to the ferry? Yes, by a very steep gradient.
67. Would it be any advantage to him to pass out of Alfred-street into Carlow-street, which crosses the reserve parallel with Ridge-street, and then to go down to the ferry? It would be very important, for he could take a heavy load that way, but he could not do it along Ridge-street.
68. Owing to the steepness of the gradient? Yes.
69. Could not that gradient be reduced by the expenditure of money? Yes, but the hills are steep.
70. After you go out of Carlow-street into Ridge-street, what road is that? Miller-street—a good road all the way down to the ferry.
71. Is it your opinion that the making of a reserve in a township deteriorates the value of property? The making of a reserve?
72. Yes,—improving and planting of a reserve? Certainly not. But my opinion is, that if a public meeting had been called, it would have ascertained it to be the wish of the majority that these streets should have been left open; that would be the opinion of the majority, as far as I could ascertain it.
73. I am asking you for your opinion? My opinion is that it would be more beneficial to the public traffic if these streets were left open than if they were shut up—not only better but shorter.
74. How is it then that these streets were never used? They got a diagonal track across the reserve.
75. They got a better road? It followed the ridge, and was shorter to go.
76. You have given evidence to the effect that the making of this reserve would damage the value of people's property—Is it your opinion that a reserve made in a township, and improved and enclosed, deteriorates the value of property? Certainly not, under proper regulations, with a view to accommodate the traffic passing along.
77. Do you think it has not made traffic there, that reserve? It would be a deprivation to force the traffic into a road with a steep gradient.
78. Is it your opinion that the making of a reserve, enclosing and improving it, in a locality where there is a population such as exists at St. Leonards, depreciates the value of property in its vicinity? Under proper regulations, I should say not, because a reserve for public recreation in all townships is a very desirable thing; but then it would be prejudicial to the public traffic, to the heavy traffic, to throw it into unsuitable roads, when you might have better and shorter roads.
79. What is the area of the reserve? About 40 acres are included in the reserve, or rather 37.
80. Then I think I understood you to say that, if this deviation were made across the south-east corner of the reserve, the closing of these streets would not be so inconvenient? It would enable a vehicle to pass along, but it would be prejudicial to the heavy traffic, because the other road is better and levelled.
81. That applies to the Middle Harbour traffic? To the Middle Harbour traffic.
82. *Mr. Hill.*] Or to persons going to the batteries? Or to the batteries, and also to Manly Beach and Pitt Water, in which direction a punt has been recently established, and a road formed.
83. *Chairman.*] You say that the road you call the diagonal road was the best road to accommodate the public? Yes, the original track was the nearest and the levellest.
84. Are you not aware that there was some other reason why that road should be taken than the one you have mentioned? I am not aware of any other reason.
- 85.

- Mr. D. R. Gale.
7 Feb., 1873.
85. Do you not know that there was an impassable place at the corner of Carlow and Miller Streets? That is not impassable.
86. Was there not an impassable place there? There was a small creek there, but there was a bridge; it has not been impassable ever since I have known the North Shore; the bridge was a temporary bridge.
87. That was occasioned by the creek running through Mr. Zabel's property? Yes.
88. Where did the creek emerge from the reserve across Falcon-street? It emerged nearly opposite Allan's.
89. Was that a passable road—that was not a good road there, was it? That is one of the roads at present in use. The road has been bridged over by you since, under municipal authority.
90. It is passable now? Yes.
91. But previously this creek crossing these two roads interfered with the traffic? No heavy traffic could have passed over them; the bridges were only suitable for light traffic.
92. Mr. Hill.] You have no objection whatever to this reserve, excepting the closing of these streets? I have no objection; in fact, I am in favour of all reserves for public recreation in townships; I am much in favour of it, and always disposed to advocate reserves for this purpose; but this Carlow-street is certainly a very level street, and, if formed right through the reserve, it would be the best road for all the traffic to Middle Harbour and the batteries.
93. In fact, it is the road which would be used by all the people who live on the eastern side right away to the water? Yes, for heavy traffic.
94. Chairman.] If you go from the western side to the eastern side, is it level all the way? It is undulating; it is the best road to the eastern side, and in the direction of Middle Harbour.
95. I ask you is the road you speak of from the western side of the reserve to the eastern side of the reserve, as laid down on the plan—is that the best road? It would be the levellest and the shortest road if formed in the direction of Middle Harbour.
96. You have said that the angle at the south-east corner of the reserve is an encroachment? Yes.
97. Are you prepared to dispute the proposition that the Council has a right to determine the use of this place? I am not prepared to dispute anything.
98. I mean as regards their legal right? It is a question not for me to say.
99. You have made no representation of your views in the matter? No; I believe others have.
100. You were an Auditor of the Council? Yes, I had access to the accounts.

Mr. George Allan Bell called in and examined:—

- Mr. G. A. Bell.
7 Feb., 1873.
101. Chairman.] You are aware of the nature of this inquiry, Mr. Bell? Yes, certainly.
102. You are not one of the petitioners against the enclosure of Walker and Carlow Streets Bill? No, I am not.
103. You are an objector, nevertheless? I objected to sign the petition because they brought me a clean sheet; if I had seen other people's names I might have signed.
104. But nevertheless, you object now to the enclosure of these two streets? I have not so particular an objection to the streets being closed as I have to the thing being fenced out; that is not so good as it could have been done in another way.
105. Perhaps you will state, in your own way, the objection you have to this Bill? I never saw the Bill; I do not know what it is.
106. It simply proposes to close from cart traffic Carlow and Walker Streets, so far as they pass through the reserve? My idea of the park altogether would be this—that it would make a far better park to allow the streets to remain closed as they are, and then to put up a gate at the corner of the Roman Catholic Chapel, and run a road through the reserve to the Middle Harbour Road; that is the most direct line of road that could be made to suit all the people, and every one who lives beyond. Make that a proper avenue from corner to corner through the Domain; that is the most easy road for carriages of any kind.
107. Have you any idea of the means at the disposal of the Council which has charge of the reserve? I have not.
108. Having regard to the present state of the roads generally on the North Shore, do you think that the Council would be justified in laying out money for improving the direction of the road in the way indicated by you? I think they have laid out more money there than would have done it.
109. Well, take what has been laid out to be wasted, still would they be justified in laying out money from their small means to make a road there? I do not know what means you have got, and I do not know the money was got to do what has been done already.
110. You know that certain improvements have been made on the reserve during the last two years? Yes, if improvements you call them.
111. It has been fenced in? Fenced in and fenced out.
112. The fence is across the streets at the end? Yes.
113. On three sides of it trees have been planted? Yes.
114. And the interior is being filled up as fast as means will permit? Yes, some loads of stuff have been driven in there.
115. You are aware that public subscriptions have been asked for to do this work? I am aware that something was got up in the School of Arts to assist it.
116. In addition to that, is it within your knowledge that subscriptions have been asked for? I do not know, indeed; I never was asked for anything.
117. The underwood and stumps have to some extent been taken out of the reserve? They are as bad as ever now.
118. Is it a fact that it has been cleared? It is a fact that it has been attempted to be cleared.
119. Have you any idea, from your own judgment, of the cost of what has been done? No, I never formed any opinion on it.
120. At present you are not in favour of removing this wire fence? I say it would be better if it were done as I said. There are no gates in the proper place; the gates ought to be where the street comes up.

Mr. G. A.
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7 Feb., 1873.

121. You object to the position of the entrances? Yes, certainly.
122. Did you ever represent that to the Council? I never made any objection about it, neither in one way nor in another.
123. You have never made any objections? I never made any objections, but I said all along when the entrances were made they were put in the wrong place.
124. You stood by all the time, and never represented this to the Council? What would have been the use?
125. Is it true that you have never made any representations to the Council? I may have talked it over with the Aldermen, but not to the Council generally.
126. Have you ever made any representations to the Council as to this matter of the improper position of the gates at the entrances? I have talked about it with the Councillors.
127. Have you made any representation to the Council? I did not.
128. Do you know how long the wire fence has been up, or about how long? One or two years.
129. Within two years? Not so much as two years.
130. Have you noticed any depreciation in the value of property by reason of that enclosure? I do not know.
131. Has property decreased in value within the last two years? I have not heard much about property; property is a great deal less there now than it was at one time; I have known allotments to be sold there at one time for £50.
132. You must be aware that the question is about this fence. If the fence has not been up more than two years we need not go beyond that? The land that I speak of was sold before the fence was there.
133. Therefore the fence did not affect that? The fence did not affect that.
134. Has property depreciated in value during the last twelve or eighteen months? I do not know anything about property; I am not in the market, either buying or selling.
135. Is it your opinion that property has been depreciated? I cannot say what my opinion is.
136. Has it improved in value, in your judgment? I do not think there is much improvement in it.
137. You do not think that there is much improvement in the immediate neighbourhood of the reserve since the fence was put up? Not much improvement in regard to land.
138. I mean in regard to the selling value? I could not tell you, because I have never had any traffic in the market in that way.
139. You know the road spoken of as the diagonal road, leading from the Roman Catholic Chapel to Middle Harbour? The old road—what they call the bush road?
140. Yes? I am aware of that.
141. That was never a road regularly laid down? It was never proclaimed; it was a bush road.
142. Was it not difficult to get round by Miller and Falcon Streets, by reason of the creek flowing into Willoughby Falls—before the Corporation came into existence was there not a bad place there near Allan's? There was a creek there, and no bridge.
143. If people had been disposed to go down by the surveyed road they could not have gone down that way? They have always gone that way; you could not take the right road.
144. You could have gone with a cartload from the Roman Catholic Chapel along Miller-street and Falcon-street to Middle Head, as easily almost as by going across the reserve? No.
145. What was the impediment? That creek you speak of was across Falcon-street.
146. That was a bar for some time? You could not go so readily that way as you could right through the reserve.
147. Was not that creek a bar to the traffic by way of the authorized road, up to the time of the Corporation coming into existence? There was a creek at Zahell's corner.
148. And that same creek had to be crossed again in Falcon-street, near Allan's place. Certainly.
149. That was an impediment to the traffic going on the regular road at that time? There never was much impediment at Zahel's corner.
150. But you would not go that way across to Middle Harbour while you could get across the reserve? I would rather go straight across the reserve from the Roman Catholic Chapel than I would over these two creeks by the road.
151. You know where the corner is cut off from the reserve? Yes.
152. Is that an accommodation to the public or otherwise? I do not know; it is a very steep descent.
153. Is not a large quantity of stone brought up there for building and other purposes? There is a good deal of building-stone brought up that way. The road where the corner is cut off at Ridge-street is very steep.
154. Which is the road you speak of as being the diagonal road leading into the eastern end of Carlow-street? It would cross Carlow-street altogether, and go from one corner of the reserve to the other.
155. By following Carlow-street, would you not land into a gully? There is a swamp there; but the street comes out across the top of the swamp; you would have to cross little of the swamp.
156. Carlow-street continues into the head of Neutral Bay. From those quarries would it not be as steep to go northwards as eastwards? Certainly not.
157. In any case you would have to get to the Roman Catholic Chapel? Yes.
158. Would you not have to get there whichever way you went? Yes.
159. Would there not be as much ascent one way or the other in that quarter of a mile? Yes.
160. Do I regard you as an opponent of the measure, or in favour of it as it now stands? I would rather see the park without these streets, if a street were made diagonally through it.
161. Would you not need an Act of Parliament to open a road there? Why should you need it?
162. *Mr. Hill.*] How far do you live from this reserve? I should think about ten or fifteen chains.
163. How long have you lived there? For the last twenty-six or twenty-seven years; I may say thirty years.
164. If the streets marked on the plan of the reserve were closed, is it your opinion that property would be depreciated in value or not? I think it would. What land people have already bought, they have bought it with these streets opening through the reserve.
165. How long is it since you have used the original road already spoken of by the Chairman, leading to Middle Harbour, Middle Head, and all the eastern portion of North Shore? I dare say I have not been across it for the last two years.

- Mr. G. A. Bell.
7 Feb., 1873.
166. How long is it since you first knew it to be used? That track has been the road ever since I have been on the North Shore.
167. From your first knowledge of that road, it was always sufficiently wide, was it not, for vehicles of all descriptions? It was not very wide, but it was wide enough for carts to pass one another.
168. And it was nearly level from beginning to end? It was a little up and down, but very little.
169. Was it a better road than the road you have to use now? It could not be a better road, because it was a natural bush road.
170. Was it a better road? No, it was not.
171. Was it an easier road? It was an easier road.
172. And that was the reason it was used? Certainly.
173. Was it shorter or longer than the present road? A good deal shorter.
174. I think you have already stated in your evidence that you would have no objection to this Bill, provided proper gates were fixed? If there were proper gates, that would put everybody at rest.
175. If proper gates were erected, would the park or reserve be injured or deteriorated? The park would be injured or deteriorated if the gates were allowed to be kept open; they must be shut as people pass through them; if that were done, it would satisfy everybody in that neighbourhood, I think.
176. The road at present used round the park is very steep, I think? From Alfred-street to Ridge-street the road is very steep. You have to rise a little to go up to the Roman Catholic Chapel; there is a rise from Carlow-street to Alfred-street. The old road diagonally across, with proper gates at the entrances to the park, would be the best road; if that were done, no person would have anything to say. There are two red gates in Walker-street, and people could walk across there.
177. You do not think that this enclosure has depreciated the value of your property? I do not think it has done me either good or harm.
178. Then your only reason for giving evidence is your desire to see that road formed, which you believe to be the best road? I would not like to see the park cut up into four pieces; but if the road I speak of was put through, and laid out by degrees, they might make it one of the prettiest parks about Sydney.
179. *Mr. Farnell.*] I understand you to say that you do not approve of the streets as they now stand in the reserve? I would rather see the park without them than see it cut up into four pieces; none of it ought to be fenced off there—it ought to be all one piece.
180. You think that those streets ought to be closed, provided a diagonal road were made through the park? If that road were made through, I do not think the inhabitants would object.
181. *Mr. Hill.*] That is your individual opinion? Yes, and the opinion of all other people with whom I have talked on the subject. There are forty acres of it, I believe, and then Walker and Carlow Streets would go into the park to increase its size.
182. *Chairman.*] If the road you speak of were formed, would it not produce a great deal of dust in the park, and would not that be an element of depreciation? I do not think there would be much dust that way.
183. Not if it were open to traffic? There is so much good gravel there that I do not think it would be. At present there is dust.
184. You have stated to the Committee that you do not know the income of the Corporation. If I tell you it is £400 from rates and £200 from endowment, and that the Municipality reaches from the heads to Gore's Bay, and from the harbour to Middle Harbour, do you think it would be a fair expenditure of the Council's income, to make the road in the way you suggest,—a road which would be for the convenience of one or two persons at Middle Harbour, whilst persons all round the park want roads to their houses? Well, I think it would be well spent money to do it.
185. *Mr. Hill.*] That is, to make the diagonal road? Yes.
186. *Chairman.*] You think it would be justifiable to neglect other places to that extent, in order to do that work? I think it would be justifiable.

TUESDAY, 11 FEBRUARY, 1873.

Present:—

MR. HILL, | MR. STEWART,
MR. MACINTOSH.

WILLIAM TUNKS, Esq., IN THE CHAIR.

Simeon H. Pearce, Esq., called in and examined:—

- S. H. Pearce, Esq.
11 Feb., 1873.
187. *Chairman.*] You are aware of the nature and object of the present inquiry? I am.
188. That is to say, that there is a Bill before Parliament to authorize the enclosure of part of Walker and Carlow Streets, in the town of St. Leonards, to which enclosure, I believe, you object? Yes.
189. Will you state to the Committee what is the nature of your objection? My objection is that, when I purchased the land from the Government, I purchased it with a view of having a road through these streets, as shown on the plan then exhibited.
190. You say "the land"—what land do you mean? The land here—(*pointing out on Plan*). One allotment in Carlow-street, and one allotment in Walker-street, both being streets leading through the reserve, which it is proposed to enclose.
191. *Mr. Stewart.*] Do you think it will have any influence on the value of your property, if these streets are shut up in the way proposed? Most certainly.
192. In what way—beneficially, or how? The reverse of beneficial.
193. *Chairman.*] You are the owner of land in Walker-street? Yes; I purchased a corner allotment from the Government.
194. What streets does it front? It is at the corner of Walker and some other street that I do not recollect its name.
195. Have you ever seen this allotment you speak of? Well, I cannot say I have; but I know the place very well, and, knowing it as a corner lot, I bought it, many years ago, from the Government, solely because it was a corner allotment, with two open streets—one on each side of it.

196. Then, as the owner of property in these two streets, you object to this enclosure, because of the injury you believe the closing of these streets will do your property? I do.
197. Are you aware that the roadway has already been enclosed by a wire fence running round the sides of the reserve? No, I was not aware of it.
198. And that it has been enclosed for some time past? No; I have not been there for a good while.
199. How long? Not for two years past.
200. Then you have not seen your allotments for the last two years? No.
201. You know, however, where the reserve is? I do.
202. And you know that there is a road which runs through it diagonally towards the Middle Harbour Road? Yes; I believe the Middle Harbour traffic used to come over that way. You mean the old track?
203. Yes? I recollect it well.
204. In your opinion, would the opening out of that track into a road be an advantage, or would you close it up? Yes, I believe that all these tracks ought to be closed, and all the streets opened and laid out for the convenience of the public as soon as possible. My reason for this opinion is, that the streets are all laid out in straight lines, which is an advantage, whilst property has been purchased on each side of them on account of these streets. As the value of this property depends upon the streets being kept open for traffic, there can be no doubt that they ought to be kept open, and all the by-tracks closed. Whatever by-tracks there are running across the reserve, they ought to be closed at once. I know that if I had anything to do with the Municipality, that is the course I should propose.
205. You think, then, that the Municipal Council of St. Leonards has some authority in this matter? Yes, as far as the streets are concerned, and the keeping them open, but they have no right to close any of the streets. I know, from my experience of municipal matters, that they have no such power to close public streets, which these are.
206. You are aware of the mode by which streets are made public streets? Yes; they are dedicated.
207. Will you undertake to say that these streets have been dedicated to the public? As to the dedication, I do not think they have been—that is, not in the strict legal sense of the term; because, until there has been an alignment made, or Proclamation issued, they cannot be legally opened and dedicated; but there is this well-known fact, that the allotments on these two streets in question were sold by a plan showing these two streets running right through the reserve. Those who buy property by a plan have a right to insist that the plan by which they purchased should be adhered to. Whether they be tracks or streets shown on the plan, for the convenience of purchasers, they cannot be stopped unless with the consent of the purchasers.
208. Is it not within your knowledge that the Government have frequently altered the plans of townships? Yes; but not without the consent of the parties who have purchased, or without an Act of Parliament.
209. Is it not within your knowledge that this very plan of the town of St. Leonards has been altered? Yes, I am aware it has; it was enlarged from what it originally was.
210. Has not the street of which your allotment is a corner been altered with the rest? Not to my knowledge. Carlow-street was the same as is marked on the plan before the Committee, and I have no doubt this plan is a copy of that by which I bought. I happened to be Commissioner of Crown Lands for the Metropolitan District at the time of the alteration or enlargement you speak of, and I believe it was I who suggested that the township should be extended.
211. Do you remember seeing two streets called Ridge-street and Alfred-street? No doubt I have seen them, but I do not know them by those names.
212. You have not been about that neighbourhood lately? No; certainly not within the last two years.
213. *Mr. Stewart.*] Do you consider the value of your land would be depreciated by enclosing these streets? I do, very considerably.
214. If the road be cut off, you would have to go round about to go from one side of the reserve to the other, and you would have to go by a steeper track? Yes; it would be a worse road, and a longer distance round. I do not know what distance it would be, but it would be something considerable.
215. Will you measure the distance? Suppose I wanted to go from one side of the reserve to the other, I should have to go round about a quarter of a mile one way and a quarter of a mile the other, or half a mile going and coming.
216. *Chairman.*] Suppose you want to go where? My land is situated on the north of the reserve, and if I wanted to go due east from that property to Carlow-street I should have to go ten chains south and ten chains again north, in addition to what I should have to go over if I went direct through the streets as shown on the plan.
217. *Mr. Stewart.*] How about the approach to the water reserve—would the closing of these streets interfere with the access to that reserve? (*Witness examined the Plan.*) I know the whole of this locality very well when on the ground, but it is so long since I was there that I hardly recognize it on the Plan; but it must undoubtedly have the effect of interfering with the approach from Carlow-street.
218. On account of the people having to go round about to reach it? Yes.
219. What actual difference of value do you think it would make to your property were these streets closed? I should consider that it would reduce the value one-fourth at least.
220. So that, if this Bill were passed into law, you consider that you would be entitled to compensation? Most certainly, because I bought the land from the Government on the express understanding that these streets were to be opened, and reserved as such.
221. *Mr. Hill.*] Do you recollect the track from Ridie-street running across the centre of the reserve? Yes, I do, well.
222. It was a well-defined cart road, was it not? It was.
223. How long have you known that track to be in existence? It was about 1848 when I first went over there in my official capacity. I have known it since then, except the last two years.
224. It was a much easier and more level road than that by the streets as laid down in the plan? Yes. Carts going to Middle Harbour always took it, on account of its being more accessible.
225. From what you know and have seen of that track, would you rather see that shut up and the streets opened, or the streets closed and the track left open? There would be no necessity whatever for keeping that track open if the Municipal Council would make and keep those streets in passable order.
226. Have you ever been round this new road by Ridge-street and Alfred-street? No, I have not been in

S. H. Pearce.
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- S. H. Pearce, Esq.
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- in that locality for two years. I do not know the street you allude to, except as it appears on the map.
227. How, then, do you come to the conclusion that your property would be depreciated in value, when you have not seen it for two years, and do not know how the change will affect it? In this way:—I know very well where the reserve is, and I know certainly that from the situation of my property its value must be depreciated if these streets through the reserve are closed, as it will be benefited if they are kept open.
228. It is a matter, I suppose, to which you have given a good deal of your attention? It's.
229. And from thinking over it, with your former experience of the ground, you have come to the conclusion that your property will be seriously depreciated in value if these roads be closed? I have. I know that we had some difficulty in inducing the Government to allow of this reserve being made for the benefit of the public; *and on account of its being reserved, allotments fetched higher prices than they otherwise would have done.* But if the streets through it are closed, the reserve, instead of being an advantage, will be the reverse, as that would destroy the value of the land purchased as *business sites* for business purposes.
230. *Mr. Macintosh.*] Do you think that an allotment on the south side of Alfred-street would be injured by this enclosure, considering that the water reserve is immediately north of it? By closing the street?
231. Yes? Undoubtedly, because if you have to go to Lane Cove —
232. I am not speaking of that, but of the water reserve; that is, north of Carlow-street. Now, I want to know would the land in Ridge-street be benefited by the closing of these streets? No, not in my opinion.
233. Considering that from there you would have to go immediately north to the water reserve, it must manifestly be a disadvantage? Certainly, because you would have to go east before you could get to the nearest part of it, and then you would have to travel further north to get to the water; whereas, if the streets were open, you could get there at once by a direct line.
234. *Mr. Hill.*] What you mean by that, I presume, is, that there will be a great saving of distance? Yes; going to the water reserve by Walker-street instead of going *round one-half of the reserve.*
235. Can you speak from memory as to the gradients of Ridge-street or Alfred-street? No, I cannot; I recollect the position, and that is all.
236. You recollect the position, but not the natural features of the spot? No; it is so long ago since I was there that I can hardly be expected to recollect all you refer to.
237. You say that your allotments would be depreciated in value—Would all these allotments be equally depreciated were these streets closed? Yes, in my opinion every allotment around the reserve would be depreciated in value by the closing of these two streets. The reason is obvious. Parties bought the land believing those streets would be opened, *and that facilities would be given for traffic, so as to make valuable business sites.* If you close the streets, you deprive them of this traffic, and that must be a *disadvantage to a business site* in a Government township.
238. *Chairman.*] You are aware that part of Macquarie-street has been closed in that way? Yes, by Act of Parliament.
239. You stated just now that, as a matter of fact, the land facing south to this reserve would be materially damaged by this enclosure? No, not as a matter of fact, but I gave it as my opinion that it would be.
240. Do you know anything of this locality of your own knowledge? No, I cannot say that I do during the last two years. I cannot say anything about it now from any knowledge obtained lately; but from the very intimate acquaintance I had with the locality for many years, as Commissioner of the district, until a few years back, and from an inspection of the plan before me, I can come to such a conclusion as to state confidently and without doubt that all the properties in the neighbourhood of the reserve will be injured by the closing of these streets; and for this reason,—that people will have to go a longer distance if they want to go either east, west, north, or south on the reserve. The streets being open is a saving of nearly a quarter of a mile each way, or half a mile altogether there and back, to persons living at opposite sides of the reserve who desire to visit each other. For instance, if I were on my allotment in Carlow-street, I should, if the streets were closed, have to go nearly half a mile out of my way to get down to the water.
241. That is to the head of Neutral Bay? Yes.
242. Is that a practicable route? Not at present, and the fact is that there are no practicable routes there, nor will be, any more than there are in other similar places, until the Municipal Council stir themselves to make them. There were no practicable routes round about Randwick until we went to work and made them.
243. What is the distance from the south-east corner of the reserve to the water? Measuring from the map, it gives the distance to be about 12 chains.
244. And what is the elevation of that corner about the water? It is a great deal higher than the water.
245. How much higher? I dare say 200 feet, if not more.
246. Will you venture to say that it is not 300 feet? No, I will not.
247. Then with a fall of 300 feet in twelve chains, I would like you to tell me how a practicable road is to be obtained? I know there is a great declivity, but the roads are not *made straight down it.* If they were so, it would be impossible to get up them. They are made to take the *siding of the ridge, so as to suit the fall of the land,* and as shown on the map.
248. You have said that if this Bill be passed, you will require compensation for the injury done to your land. Now, will you be willing to submit your case to arbitration, and to pay any amount which may be found to be in excess of the value you put on your land, through its being enhanced by this improvement? No; I do not want to sell my land, nor want arbitration.
249. But if an inquiry were made by independent persons unconnected with the municipality, would you place your case before them on the understanding that you were to receive compensation if it were decided that the land was injured, and to pay if it were found that it was benefited? I do not think that is a question which I am called upon to answer. *I purchased this land from the Government with a right to these roads, and I do not consider that any person has a right to deprive me of the convenience of them.* If it is decided to take them, then the Government should take back the land I purchased upon a condition which they are no longer in a position to fulfil. If the Government think fit, they can, as far as I am concerned, resume the land, by paying me what I gave for it, and giving me fair interest on the amount I paid; I shall be quite satisfied to let them do this; but you must remember that it is a very serious thing to the purchaser to talk of closing streets after allotments on them have been bought. *Town allotments*

allotments are very different from country lands; there is no telling what they may be worth in the course of time, if the town becomes a business place. But if *the traffic be stopped by closing the streets*, the land is made to a certain extent valueless; certainly valueless as business sites, for no business can be conducted when *all traffic is stopped*. In my own case, I gave a higher price for my land on account of one being a corner allotment, with the anticipation of the streets being opened and the traffic coming that way. I may erect a store or public-house, and so get a valuable business site; but if you shut up the street which comes past my land, its value as a business site is altogether gone. It is on this account that streets are looked upon as a great advantage; and it is on account of them that people *buy town property, and give a longer price for it than they do for country lands*. If it were not for the access to the land given by the streets, people would not buy these town lands, and certainly not at the price now given, if they bought them at all.

S. H. Pearce,
Esq.
11 Feb., 1873.

250. *Mr. Hill.*] Then if it had not been for the streets, you would not have given the price you did for your land? Certainly not. I value them now at £100 each. I gave £36, I believe, for one of them; and they were purchased as town allotments, with these streets guaranteed. The price I gave, with interest and compound interest, would bring the value of the land nearly up to what I have mentioned.

251. *Chairman.*] Dealing with it as a country township, where a number of persons were settling down in quiet country residences, and apart from all considerations of business, would it not give greater value to the land for this purpose if the reserve were improved and closed, and the traffic diverted to another direction? Yes; I can quite understand that there may be persons who wish to *stop or divert the traffic, in order to put an advantage in their own way*.

252. But if it could be shown that the land was benefited by improving this reserve, would that alter your opinion? Yes; but I do not see how you can show this. Of course, if you are going to make all the houses *gentlemen's country residences*; it is very possible that such persons as would live there would not wish to have the traffic past their houses; but if you are going to build a shop or a public-house, you would like to get all the traffic you could to pass it.

253. That is your view of the matter? Yes. A township is laid out and sold for building *and for business purposes*, and not for mere private residences. A private gentleman who wants to make himself a quiet residence goes into the suburbs, and does not buy an allotment in the heart of a township, where he will be surrounded by manufactories and other nuisances. In my opinion, the value of a town allotment depends altogether upon *the traffic in the streets*.

254. So that, following out your idea, if every block in the township were cut up and subdivided, and more streets made, increased value would be given to the ground? No; I do not go so far as to say that; because, as far as these blocks are concerned, the reserve is necessary for the town, for public purposes. A place of recreation is required, but it ought to be kept in the way in which it was originally laid out, so as not to interfere with the traffic which purchasers had been led to expect when purchasing.

255. Then you think that the reserve is useful for the sake of public recreation and health? Yes, most certainly.

256. But would not traffic through it in the way that would be permitted by leaving these streets open depreciate the value of these blocks as a reserve? No, I think not.

257. With dusty roads such as they are in St. Leonards, would not these passing through the reserve take away from its use as a place of recreation? No; or if it did, then it would be the duty of the Municipal Council to water the streets and abate the nuisance referred to.

258. *Mr. Hill.*] Supposing these roads to be kept open, is there really any reason why the beauty of this reserve need be destroyed? No, I think not. I know what I would do if I had anything to say in the matter: I should advise that all the four blocks of the reserve *should be fenced in separately*. It would answer all the purpose, and would inconvenience nobody, and the only thing then against it would be the cost of the extra bit of fencing which would be required.

259. You think the Municipal Council ought to do this? I do; the same as we have done at Randwick.

260. *Chairman.*] Do you know what the revenue of the St. Leonards Municipality is? No; I do not care much about that—it has very little to do with the matter. I know what we have done at Randwick; the number of reserves we have there is very much greater than any St. Leonards is likely to have, and we have been able to deal with some of them in fencing and planting trees, &c.

261. *Mr. Macintosh.*] In closing this centre street, it would have very much the effect of closing the centre of Park-street where it crosses the Racecourse? Yes, precisely the same.

262. *Chairman.*] Where would these streets lead to? One would lead to the water.

263. And the other? That would lead out to the water reserve, and subsequently right out to Middle Harbour, near long Bay.

264. To what portion of Middle Harbour would it lead? To that part which is about half-way up from the Falls, and near Long Bay.

265. And where would the other lead to? Down to the water, at Neutral Bay, or part of the harbour.

266. Are you sure that it would do this? Yes, it would lead down to the waters of Neutral Bay. These two streets will lead to important places, or places that will be important in the future, and will be precisely similar to what now are the roads running through Hyde Park to St. James's Church in the one direction, and from Park-street in the other.

267. *Mr. Macintosh.*] Are you aware of where the church is? Yes.

268. How would this shutting up the streets affect persons going to church from the north of the reserve? It would affect them so far that they would have to go ten chains out of their way to get to it; that is, to the Church of St. Thomas, or the Episcopalian Church.

Mr. Vinzenz Zahel called in and examined:—

269. *Chairman.*] You reside at the North Shore? I do.

270. You are aware of the objects of the present inquiry? I am. It is about these two streets—whether they shall be shut up or not.

271. You understand the position of these two streets where they cut through the reserve? Yes.

272. You know these other streets in the vicinity—Ridge-street, and Fowler-street, and Falcon-street? Yes.

Mr.
V. Zahel.
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Mr.
V. Zahel.
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273. As I understand it, you object to the Bill now before Parliament, because it proposes to enclose these two streets, Walker and Carlow streets? Yes, I do; most decidedly.
274. I believe you took round the Petition against the Bill, and collected signatures to it? Yes, I did.
275. Will you state the reasons why you object to this Bill? My reason is this,—that the streets were dedicated to the public by the Government, and that I bought the land on these streets subject to the streets, and of course paid a larger price for it. Land about there was easily to be had at about £12 an acre, and my allotments cost me £40* something each for the quarter† acre. I believe they originally sold at the rate of £120 per acre when they were put up for sale by the Government. Had it not been for these streets shown in the plan, they certainly would never have been bought at that price.
276. As I understand it, you object to this enclosure because you believe it will injure your property? Decidedly so. It not only injures my property, but it injures the best and most level road we have in that locality. We could go along a road as level as this table, if you had taken, say, two feet from the top and filled up the hollow at the creek.
277. That is the road which runs from corner to corner of the reserve? No; I allude to Carlow-street;—it is a level, and, by closing it, you force us into a street which is nothing more than a steep hill.
278. Is it not a fact within your knowledge, that the land has been very much improved by the course taken by the Municipal Council? Yes, so far as they have gone, they have improved it; no doubt of it.
279. But has not what the Council have done made the land of four-fold value to what it was? No. I wish you could get me a customer for mine at half that advance.
280. Do you know the land that was purchased by Harnett and Arnold? I do.
281. Do you know what was paid for it? A pound, or something of that sort, a foot. But it is only a narrow slip of land.
282. Is it not a square block? No. It was originally; but it has been cut up into small allotments, and this is one of them.
283. Do you know Daley's allotment opposite? Yes.
284. Has not that been sold lately at a price very much beyond what could have been got for it a few months back? I know that it has been sold, but I cannot say what it fetched. I heard, I think, that it was sold for £170 or £175. I believe that was the price, but I will not be positive about it. But it is the streets which bring the traffic which gives the value, and if you close the streets it reduces the value.
285. Then, according to your opinion, the traffic by a property is what gives it value? Most decidedly.
286. In your view, then, would it be an advantage to open other streets and roads, so as to make a traffic where there is none now? That is a point I am not prepared to go into.
287. Or, would it not be advantageous to you, not to open other roads, so as to have all the traffic brought past your property? That is beyond the question in this case.
288. Do you not object to the opening of Ridge-street, because it will divert the traffic from other streets? Yes; but not because it will injure me.‡
289. Did you not object to having a corner cut off one portion of the reserve in order to carry the road along where the ground was passable? Yes, most decidedly; and I did so, because, by taking off this corner, the public would be losing about one acre of ground. If the Municipal Council had wanted to carry the road there, they might have put a bridge across the end of the street to take the traffic through, instead of wasting about one acre of public ground, as they did, by taking off this corner. Moreover, this corner was cut off for the special convenience of certain parties; and I also mentioned, in my evidence, that, in consequence of this and the non-formation of Ridge-street, at the south-east corner, there is no access to certain allotments in that neighbourhood.
290. But opening a road through the reserve would bring the traffic to your place? Yes, decidedly; and I bought it solely on account of these streets—that they would bring traffic to the land.
291. Then you object to closing the streets because it would injure your property? Yes.
292. And you and others think that this road across the reserve would be of more use? Which road?
293. The road or track which runs diagonally across the reserve? Nothing of the kind is required, in my opinion.
294. But you say something in your petition about a diagonal road which crosses the reserve, and the great convenience it would be to the inhabitants? I don't see that it would be any convenience, because it is only a bush track.
295. Then you do not give in your adhesion to that paragraph in the petition? Certainly not, if it is meant to substitute this track for Carlow and Walker streets, now shut up.
296. Did you read the petition before you signed it? It was read to me, I remember; but I do not recollect anything about that diagonal road. I am sure if I had seen that in the petition, I should not have signed it, because taking a road diagonally across the reserve would entirely spoil it as a recreation ground. That would be as bad one way as closing it all in would be in the other.
297. Then you do not assent to that paragraph of the petition? No. I was not aware that it was there, or that such a thing was contemplated; and I do not believe that more than one or two persons knew that paragraph was in it.
298. And if that diagonal road was opened, you think it would damage the reserve? I do, most decidedly and most distinctly.
299. The petition says—"The undersigned inhabitants and others of the District of St. Leonards"? Yes.
300. Where does that district extend to,—how far does it go? It goes all round about there.
301. But this petition purports to be signed by persons residing in the District of St. Leonards? Yes, and so they are. There are one or two who have signed, who do not reside there permanently, but they were living and working there at the time they signed.
302. Do you comprehend Redfern within the area to which in your view the district of St. Leonards extends? No, I do not.
303. Who are Allen and Burt? They were builders at St. Leonards when they signed this petition.
304. Do they live in Redfern? They were residents at St. Leonards when they signed; but, in my opinion, every resident in New South Wales has a right to come to our reserve and exercise his limbs there—the same as we can go to Sydney and do the same on their reserves.

* Revised :—£70.

† Revised :—half.

‡ Revised :—No; because it is a Government street.

305. Who is Joseph Hume, junior? He lives over there.
306. What is his age? He is between fourteen and fifteen years old.
307. Where do the majority of those who signed this petition live? In St. Leonards. I know this, that I got eighteen of the signatures, myself, and they are all signatures of persons residing in the Municipal District of St. Leonards. Twenty-five were got by the grocer.
308. Was Mr. Thomas Dangar's one of the signatures you obtained? No; the grocer got his.
309. Then your objection amounts to this: Enclosing the roads will damage your property considerably, and you consider you will be entitled to compensation for that damage, if the roads be closed? Not at all. What I come here for is not to get compensation, but to keep the roads open.
310. You do not come here in opposition to the St. Leonards Corporation? No; I come here to oppose the proposed action of the Trustees of the reserve.
311. Is it not the fact that the Corporation possesses all the power over this land? Yes; they are the Trustees, I believe.
312. *Mr. Hill.*] How long have you lived at St. Leonards? Somewhere about sixteen or seventeen years.
313. How long is it since you purchased this land from the Government? About seventeen years ago.
314. Then, as I understand it, you have no objection to the reserve being fenced in, so long as the roads through them are kept open? That is all I want, and that is all that the whole of us want.
315. You prefer to travel by Walker and Carlow Streets, rather than by Ridge-street or Alfred-street? Yes.
316. Are they inferior streets? Yes, certainly they are.
317. In what way? They are longer round and steeper.
318. Do they make the distance much longer? Yes, very much longer.
319. You do not come here to give evidence out of opposition to the Municipal Council of St. Leonards? Not at all.
320. But all you come for is to say that, if these roads are closed, your property will be depreciated in value? Yes.
321. *Mr. Macintosh.*] If these roads were carried out as originally laid down in the plan, they would be of more advantage to the residents than cutting off this corner as is now done? I object to so much land being taken off the reserve as is now done. What I want, is, to have the reserve as it was given to us by the Government.
322. One person has signed this petition who is only fourteen or fifteen years of age? Yes.
323. How many others of the same age have signed? Not one other.
324. Are you aware whether that youth was connected in any way with property there? I am not.
325. He is simply a resident there? That is all, I believe.
326. *Chairman.*] By how much is the reserve diminished by the road cutting off the corner? I calculate that it takes off about an acre.*

Mr. V. Zabel.

11 Feb., 1873.

Mr. George Barnett called in and examined:—

327. *Chairman.*] You are aware of the nature and objects of the present inquiry? Yes, a little.
328. I believe you signed a petition against the passing of a Bill to enclose Walker and Carlow Streets in the Municipal District of St. Leonards? I did.
329. Will you state to the Committee what are your objections to the course proposed? My objection is, that the closing of these streets will injure the property which I have bought there.
330. Your objection, then, is, that it will damage the property there which is held by you? Yes.
331. Will you state to the Committee where that property is? Yes. It is next to the corner of Carlow-street, near the Carlow-street entrance upon the reserve.
332. How long have you had property there? I had it before you closed in the reserve with a fence.
333. How long ago is that? I cannot say the exact date, without looking at my papers.
334. Is it two years ago? I dare say it is.
335. When you say you have had the land a longer period than the road has been enclosed, is it within your knowledge that the progressing of the fencing was delayed by reason of the difficulty about procuring the money to pay for it, and that, owing to this circumstance, the fencing extended over a very considerable period? I was not aware of it.
336. Then, as I understand you, your objection is, that this closing the streets will damage property of yours near Carlow-street? Yes.
337. And are you of opinion also that it would be advantageous to open a road diagonally across the reserve? No; I have nothing to say on that point; my objection is against the streets which have been dedicated to us being taken away from us. The diagonal road I have nothing to do with.
338. I presume then that you dissent from that clause in the petition which states that this diagonal road would be a convenience to the public? It is not mentioned in the petition, that I am aware of.
339. Look at this (*Witness looks at Petition*)? Yes; I see that there is a clause to that effect. That was all very well, as far as the Middle Harbour Road went; but that had nothing to do with what I signed for. All I signed for was to have the streets which the Government had dedicated to us.
340. Then you dissent from that clause? No, I neither dissent nor assent—I have nothing to do with it.
341. Is it not within your knowledge that the land about the reserve has been very much increased in value by the improvements which have been made upon the reserves? Mine has not.
342. But is it not the case with regard to the land generally? I think not—not generally. It may be so about your side of the reserve; but about the north-west corner, where no entrance is reserved, the land is anything but improved in value.
343. Are you aware that the Corporation of St. Leonards has the charge of this reserve? I am.
344. Have you made them aware of your objection to the insufficiency of entrances into the reserve? No, I have not.

Mr. G.
Barnett.

11 Feb., 1873.

345.

*NOTE (*on revision*):—In addition to the evidence above specified, I mentioned particularly that, in the event of Carlow and Walker Streets being closed, the people living on the south and south-west sides of the reserve would have to go round the whole of the reserve to get to the water reserve for their water, involving a detour of fully half a mile.

- Mr. G. Barnett.
11 Feb., 1873.
345. This has never been stated by way of a grievance to those who could remedy it; and these parties have never failed to set it to rights after being complained of? I think I have spoken of it often enough.
346. But not to the Corporation? I did not think it would be much use to say anything to them.
347. Still you never tried it? I have spoken to several of the Aldermen on the subject, and I got the same answer from all of them; and that was, that it was all Mr. Tunks's doing.
348. Will you object to mention any person who said that? Mr. Mathews,—he said it for one.
349. *Mr. Hill.*] In your objection to this measure, you are not actuated by any dislike to the municipal body? Not in the least.
350. And you come forward to give your evidence solely because you think your property will be injured by closing these streets? That is my only reason.
351. How long have you lived in the St. Leonards District? Off and on, about twenty-seven years.
352. Then you know the place well? Yes, very well.
353. You would have no objection to the reserve being fenced in, if the roads are kept open as laid down in the plan of the township? Not the least.
354. If these roads be closed, will the value of your property be enhanced or depreciated? If they are kept open, the value will certainly be enhanced.
355. And, if closed, I suppose it will be depreciated? I am sure of it.
356. *Mr. Macintosh.*] Is Carlow-street of an easier gradient from east to west than Ridge-street or Falcon-street? It is.
357. Would the shutting up of Carlow-street make the distance longer to the water reserve, by the round which would have to be taken? I do not know what you call the water reserve.
358. The only place where water is obtainable? Yes; if you shut up Carlow-street, it would of course be longer round from some places.
359. Are you aware that there are already two blocks fenced in? No; only one.
360. You have no objection to their being fenced in, in that way, so as to leave an open road through? No objection at all.
361. But you require that these streets should be kept open? Yes.

Mr. James Rothwell called in and examined:—

- Mr. J. Rothwell.
11 Feb., 1873.
362. *Chairman.*] You are aware of the nature of the present inquiry? Yes. There is a Bill to enclose Walker and Carlow Streets.
363. You are one of those who oppose that enclosure? Yes; that is the object of our petition—the closing these two streets.
364. Against the closing? Yes; we are petitioning against the closing; but the action of Parliament by the Bill is to close the streets.
365. Will you state what reasons you have for opposing the passing of this measure? It would be rather hard to do so, according to my notion. In the first place, the town has been laid out altogether contrary to what it ought to have been, according to the formation of the ground. This is owing to the circumstance that Sir George Gipps always insisted that towns should be laid out to the cardinal points. In this instance, the direct roads to Middle Harbour and elsewhere run directly *vice versa*, and are of course cut across by these roads or streets laid out to the cardinal points. The land having been sold with the streets running in this way, this reserve has become from its position rather detrimental to the main traffic of the town. If this reserve is closed in, the traffic will have to go all round the streets laid down by the surveyors, and that will be a great injury to all the property abutting on these two streets.
366. Then, do I understand you to say that the original track running diagonally across the reserve is the one which, in the interest of the public, it would be desirable to open? No, I do not say that. As far as the traffic from Middle Harbour to that part of the town is concerned, it will come by that road; but the main road and the direct road to Middle Harbour is not through there.
367. Which would be the direct road? Straight up from the Point. The road I go to reach the reserve is a mile and a half or two miles out of the direct road.
368. Then going the direct road to Middle Harbour, you would not go by the reserve at all? I should not do so, if I was going to St. Leonards.
369. But having to go to Middle Harbour, would it make much difference in the length of the journey to go round Ridge-street instead of across the reserve? I would always sooner go across the reserve than have to go all round it.
370. No inconvenience is experienced from the fencing in of the block already enclosed? I will not say that. You have to go forty or fifty panels from the corner before you get to an opening.
371. Are there not a number of openings? There are, but they are not openings that you can drive through with a horse.
372. Then if there was an enclosure of these streets, the property in the neighbourhood would be depreciated? No, not depreciated—you cannot do that if you try—you cannot depreciate the value of the property, so long as people continue to come and settle in the neighbourhood, as they are now doing. We have a steady increase of population going on there, and that is one reason why I would not wish to have any of the streets shut up. The Corporation, however, may do what it likes, but it cannot depreciate the value of the property.
373. *Mr. Stewart.*] Then, according to that, there is no objection to enclosing these streets? Yes, but there is. You might as well close the entrances to the Government Domain, in Sydney, as shut up these streets which run through our reserve.
374. *Mr. Hill.*] What I understand you to say to the Chairman, is, that, if these roads are closed up, the value of property will not be depreciated? It cannot be depreciated.
375. *Chairman.*] It cannot be depreciated, because nothing the Corporation can do can have that effect? Exactly. It will not be owing to any good management of the Corporation, but to the great influx of inhabitants which are coming in there.
376. Than you are not an advocate for this diagonal road? I would rather have the other.

ON THE WALKER AND CARLOW STREETS ENCLOSURE BILL.

377. Is your property affected by the closing of these streets? I should rather think it is, when I should have to go an additional two miles out and two miles in if they are closed.

378. Would it not be as reasonable to say twenty miles as two miles? No, that would be an exaggeration; but two miles is nearer the mark.

379. And only nearer the mark than the other? No; it is the distance.

Mr. J.
Rothwell.

11 Feb., 1873.

Robert Dalzell Ward, Esq., called in and examined:—

380. *Chairman.*] You are an Alderman of the Municipality of St. Leonards? I am.

381. And have been so for several years? Yes.

382. You know the objects of the present inquiry? Yes, from hearsay.

383. You are aware that the Corporation of which you are an Alderman has passed a resolution asking me to introduce a Bill to authorize the closing of Walker and Carlow Streets? Yes.

384. And that any action which has been taken in connection with this reserve has been in accordance with votes of the Corporation? Yes. I believe the Council agreed unanimously that this step should be taken.

385. The fencing in of the reserve was in no way my individual act? Certainly not.

386. You have been many years a resident of St. Leonards? Yes, about twenty years.

387. Will you state your view of what will be the effect upon the neighbourhood of the reserve by the present action of the Corporation? My opinion is, that the present action of the Corporation will tend to increase the value of property in the neighbourhood. By improving the reserve they are making a slightly object take the place of a wilderness, whilst by giving reasonable facilities for entrance they will not prevent its use as a recreation ground. And, as far as the roads, the closing of which is so much objected to, are concerned, even if they were allowed to remain open, nothing more would be done to them for the next twenty years beyond what has been already done. The expense of making streets is so great that we are not likely to be able to bear it for the next twenty years; and, even supposing they were made, they would be useless, for there need be no traffic on them.

388. I believe that a portion of land at the head of Neutral Bay and facing Alfred-street was recently sold at a good price? I have heard so, but I am not in a position to speak with certainty.

389. Are you aware that the cost of fencing the reserve, of trenching the ground, and of purchasing and planting the trees, has all been borne by public subscription? Yes, principally, it has been.

390. Ought not that to be regarded as an evidence of the approval of the general public of the action taken by the Municipal Council, when they subscribe money voluntarily to carry out the objects of the Council? Yes, of itself it would be a very strong evidence; but, beyond that, I know myself, from mixing with people of all stations in life, that nearly the whole public are in favour of the Council's proposal for improving the reserve.

391. That is, of the improvements as they now stand? Yes.

392. *Mr. Stewart.*] Including the shutting up of these two streets? I do not understand these objections to the shutting up of the streets; at all events, in so far as Carlow-street is concerned, that street is already shut up at present. In Carlow-street there is a culvert which the Council put down at some expense, which made passable what was before an utterly impassable track. There was no possibility of making the road over without the culvert over into the street, and that has had the effect of virtually closing the street.

393. The culvert does not come very far into the street, I presume? No, only a few feet—some 10 or 12 feet. So that, as far as the public is concerned, if a gate were left here, they would not have much access in this direction.

394. If closed, would it be an advantage or a disadvantage to the adjacent property? It would not be a disadvantage to close it against traffic, in so far as business is concerned, because this street leads nowhere at present.

395. Does it not lead to Middle Head? No; the Middle Head Road goes along here (*indicated on plan*). Any person going to Sydney by Ridge-street would go round, as a matter of course, for he would gain nothing even though the street were left open.

396. *Chairman.*] There was some reason formerly for passing through the centre of the reserve—in order to obtain a crossing? Yes, there was a difficulty about crossing, except at one particular spot.

397. And of necessity they went across the reserve to reach that spot? Yes; but now there is a good road by Falcon-street and Mail-street. Alfred-street, as it has been called, is a steep street, but any one coming from Carlow-street into the Middle Harbour Road would have to go up that incline, though perhaps the steepest gradient is about Alfred-street. Then again, cutting up the reserve into four blocks spoils it to a certain extent as a reserve for recreation, and the intention is to run a fence round the four blocks, leaving them open to each other.

398. They are not to be separately enclosed? No; there is to be one enclosure, taking in the whole of them.

399. It has already been trenched round three sides, and planted with ornamental trees? Yes.

400. And having been planted with valuable trees, it is necessary to protect them? Yes. If the through streets are left open we must protect the trees, either by paling them round or by fencing off the roads, and fencing the roads round would give about an additional mile of fencing.

401. And the interior enclosures would give an additional 80 chains? Yes.

402. Do you know how much is taken off the reserve at the angle? No, I do not.

403. One of the blocks has been already fenced in? It has.

404. That one of which a portion has been reserved for a cricket ground? Yes.

405. A road right through that would altogether spoil it? It would destroy it as a cricket ground.

406. An angle has been taken off one of these blocks, but that has been done in order to afford access to the quarries below? Yes; it was utterly impossible to continue the road straight down over there. It may look all very well upon paper, but on the ground there is a sheer drop down, where no road could be carried.

407. Could you say how long this fence has been up? I cannot say exactly, but I should think not more than eight or nine months.

408. Since that time has any increase taken place in the value of property in the vicinity of the reserve?

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I cannot of my own knowledge say that there has, because I have not made any inquiries to satisfy myself. I have heard that there have been some sales of land, and at a high price, but I have not purchased any myself, nor have I had any direct information from the purchasers as to what was given for it. I am not therefore justified in saying what I have heard upon mere hearsay.

409. Would not the means at the disposal of the Corporation be more judiciously expended in furnishing a roadway to persons who live round the reserve, rather than in making a diagonal road across the reserve, for no other purpose than to accommodate persons going backwards and forwards through the municipality? I do not think the Council would be justified in making the road, even though it saved a considerable distance, which it does not.

410. The only advantage is that it would be a level road? Yes, pretty nearly so; but the saving of distance is very trifling, being only the difference between the length of the diagonal and that of the two sides; and to people going any distance, or to Middle Harbour, it would not make much difference in the length of the journey.

411. And persons driving out in a carriage for pleasure would think very little of an additional distance of 8 chains? They would not notice it.

412. *Mr. Hill.*] Have you any property in the immediate vicinity of the reserve? No; I have no personal interest in the matter, one way or the other.

413. Will you be good enough to say distinctly, whether you think it will depreciate the value of property near these streets, if they are closed? I do not think it will be depreciated, but I believe that it will be more improved, by making the roads passable to the properties which are occupied, without any reference whatever to the middle roads going through the reserve. I know that it is just barely possible to make the side roads passable, but the funds of the Corporation will not allow of the other roads being made.

414. Then I assume that you do not think that property will be decreased in value by closing these streets? No, I do not.

415. What would you say were I to tell you that a number of witnesses have given it as their opinion that property would be very largely depreciated by this enclosure? I should say that it was simply a matter of opinion. I do not say that property will be enhanced in value, but that I think it will, and I believe I could get a great many holders of property to say that it will also.

416. *Mr. Macintosh.*] Instead of being an objection, you think that the closing of these streets will be a benefit to property? I have no doubt of it, for then there will be some chance that Miller-street, and Ridge-street, and Falcon-street, will be placed in good repair, and that will be an advantage to the property.

417. Then it is the making the roads that will benefit the property, and not fencing in the reserve? Partly.

418. In making the roads the value of property is increased? There is no doubt about that.

419. More so than it will be by fencing in these streets? I will not say more so, because the improvement made by fencing in the reserve has been so great that it has naturally increased the value of the surrounding property. I say naturally, because the owners of the property see the Reserve kept in good order, and planted with handsome trees, instead of being a wilderness of bush, as it was before. Admitting this to be an improvement, it is impossible that we can continue it without fencing off the cattle.

420. Is there any portion of Walker-street going through the reserve? Yes.

421. That is a tolerably level street, as it is now? Yes, that portion of it.

422. Vehicles could go along it? Yes; with some little formation it will be passable enough.

423. It leads on to the water reserve? Yes.

424. Suppose a person to be on Ridge-street, would it not be desirable to give him facilities for going down for water through Walker-street, instead of going all the way round, and being forced to take a heavier gradient? It would certainly be a shorter road for him.

425. And a more level road? Yes. But the question that then arises is this—Is the interest of a few individuals to override an advantage to the general public?

426. What do you think a mile of that fencing, such as you are using there, would cost? I am not in a position to say.

427. Do you think it would take £20 to do it? I should say it would be nearer £100.

428. So much as that? Yes; a mile of fencing, with five wires, and the posts to support them, will take a great deal of money.

429. That is the chief objection then—the expense? No. I should like to see the reserve fenced in as a whole; it would then really be an improvement to the municipality.

430. You have no property of your own to benefit by this? None.

431. *Chairman.*] If it were fenced off in blocks would it not interfere with foot-passengers? Yes; they would only be able to get through at the gates, wherever they were placed.

432. Fencing in blocks would be of no advantage if there were only the ordinary openings? No; and I should like to see it left open within the outside fence for many purposes.

433. *Mr. Stewart.*] Do you not think that the area, 80 acres, is too large for the locality—that it is four times as much as you require for a reserve? You have to consider the increase of population that is likely to ensue. Besides, this is the central part of the town, and towns require a large open space here and there for sanitary purposes, and this is the only open space we have in the town.

434. *Chairman.*] Is there not a difficulty now in obtaining water from the water reserve, so that in a short time it is hardly likely to be of any benefit to the public? If the population is large, as it promises to be, I shall pity any one who has to depend upon the water reserve for his supply of water.

435. In fact it is the gathering ground of the whole township? Yes. And there are no means of preventing the pollution of the water; the land all round it has been sold instead of being reserved; and the consequence is, that there are now no means of preventing the pollution of the water.

436. It will become in time nothing more than a great sewer? Yes, I believe so. It may perhaps do for cattle or horses, but it will be impossible to use it for domestic purposes.

437. This question of water supply for St. Leonards has been brought under the notice of the Municipal Council? It has.

438. You were authorized by the Council to reply to the queries addressed to it by the recent Water Commission? I was.

439. You did answer those queries? Yes.

440. And your answer is to be found in the Proceedings of the Water Commission? Yes. I may say, in conclusion, that if I were to go round with a petition in favour of closing the reserve, I am sure I could get ten signatures for every one that is appended to the petition against it.

R. D. Ward,
Esq.

11 Feb., 1873.

FRIDAY, 14 FEBRUARY, 1873.

Present :—

MR. BURNS,

MR. HILL.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

Mr. Mordaunt William Shipley Clarke, M.A., Licensed Surveyor, called in and examined :—

441. You have resided at the North Shore for many years? Yes, for sixteen years.
442. You are an Alderman of the Borough of St. Leonards? Yes.
443. You are aware that the Municipal Council authorized me to introduce a Bill with the view of enclosing portions of Walker-street and Carlow-street? Yes. We were not sure about there being streets at all through the reserve—that they had ever been formally dedicated.
444. You are aware that a petition has been presented against the passing of that measure? Yes.
445. You have seen the petition? Yes.
446. Do you remember the allegations contained in it? They were to the effect that formerly there was a diagonal or zigzag road leading from the Roman Catholic Church to the corner of Alfred and Falcon streets, and that the closing of that road would seriously inconvenience people going to Middle Harbour, and thereby affect the value of property in the neighbourhood.
447. Is it your opinion that the course proposed to be followed by the Bill would have the effect stated by the petitioners? I cannot see that the Bill has anything whatever to do with either of these cases, because this road was only a road on sufferance, and even if these streets were opened, no diagonal road would be allowed across any of the blocks into which the reserve would then be cut up. Persons travelling in that direction would have to go at right angles if the reserve were enclosed, whether the reserve were enclosed as it is, or if the streets were continued through it, whichever way they went; and it is just the same distance one way as the other.
448. The Municipal Council is Trustee for the township reserve? Yes.
449. Will you look at the plan?—The block of 8 acres opposite the Roman Catholic Church was dedicated some years before the existence of the Municipal Council? I do not know. It is stated to have been dedicated in 1867. I do not know when the Council was established.
450. Have you any notion what it was dedicated for? I believe it was for cricket and public recreation.
451. A diagonal road running through that block would destroy the ground for the purpose intended? Yes, as the direction of the diagonal takes up the only *naturally* favourable site for playing on.
452. Will you state your opinion, whether, in the event of this diagonal road being opened, it would not be necessary to have other diagonal roads leading to every house round the reserve? Yes, I think so.
453. So that ultimately the reserve would be a series of roads? Yes; we might as well have no fencing whatever, and turn it into a common at once.
454. Will you state what action the Municipal Council has lately taken with a view to improving this reserve? They endeavoured to raise subscriptions for clearing, fencing, and planting trees, and the ladies of the North Shore assisted; they had a concert and paid the money into the Council funds, and an equal amount to that raised by the inhabitants was given by the Government. The whole of the ground has been fenced in with wire fencing, and three sides have been planted. There is a pathway formed along Walker-street, and openings to pass through have been made in different places.
455. Has any representation been made to the Municipal Council as to the insufficiency of the entrances, or anything connected with it? Nothing official.
456. Would we have been able as a Corporation to have accomplished this improvement unless the public had been with us with their subscriptions? No; it would have been impossible.
457. Have you any knowledge of the present value of land, or how land has been affected by these improvements within the last year? In some places, since this reserve has been planted and enclosed, the value of land has increased to double what it was. Land sold by the Government a short time ago doubled its value in a very short time afterwards.
458. If we were to continue Carlow-street eastward, would we have any practical route to the waters of Neutral Bay? No; it is stopped by Thrupp's grant. At any rate, it is impossible to get down there, for it is precipitous, and the other way it goes only to West-street and is stopped by Lithgow's land.
459. *Mr. Hill.*] Do you know that the diagonal road spoken of existed long before Walker and Carlow Streets were marked out? I cannot say about that. I have heard that that road, originally only a bush track, was opened up by Mr. Bloxsome.
460. Which do you consider the most important to the public, the cricket ground or the diagonal road that leads to Middle Harbour? I really cannot say. I should think that as the place is in a certain district, the benefit of the district should be first considered. Middle Harbour and Middle Head are visited principally by strangers to the place.
461. You have travelled over Ridge-street, I apprehend? Yes.
462. What do you consider the gradient of that street in going to Middle Head? It varies. One part of it—about three-fourths—is pretty level, considering the roads there; it descends, then, down to the south-east corner, I should say, at a gradient of about 1 in 15.
463. *Chairman.*] As regards the question of a cricket ground or a road, will that apply, as the ground is dedicated for a particular purpose, irrespective of the Council? I do not see that we could interfere with that piece of ground at all; it is dedicated for a particular purpose.
464. Have you anything to suggest in this matter? Only that the traffic from the Roman Catholic Church must always be along Miller-street, because Walker-street is impracticable without huge engineering works; and even if it was made practicable, the other is an easier gradient. Even if these streets are allowed to remain open, people must travel at right angles, and very little time would be lost by going along one street instead of another.

Mr. M. W. S.
Clarke, M.A.

14 Feb., 1873.

ADDENDUM.

Mr. M. W. S.
Clarke, M.A.

ADDENDUM.

14 Feb., 1873.

It should not be forgotten that a considerable saving to the district will result from not opening out another half-mile of street, with its corresponding mile of fencing.

I am of opinion that, should Ridge-street be formed and reduced to one gradient, it would compare very favourably with the greater part of the streets in the city of Sydney; and this formation might interfere with the so-called "easy" track that is said to exist in the upper portion of Walker-street. It must not be forgotten that the route by Miller-street is that almost invariably taken.

The saving of time by taking a straight diagonal (which the old track was not, even by approximation) is about that caused by a length of 11 chains. The difference between the old route and the circuit was only about 8 chains, and this can hardly be said to cause *serious* inconvenience. The continuation of the streets will not secure any right to a diagonal route, as the four squares into which the reserve would then be divided will *each* be fenced in.

I think it a pity to sacrifice a fine large area which can be made very ornamental, and which must eventually be a place of great resort for the inhabitants of Sydney and suburbs, for the sake of a traffic which is at present nearly imaginary, and which at the best of times cannot be seriously interfered with.

I consider that the whole of the lands reserved for the public have been to a great extent turned from their legitimate use by an undue deference to people who use horses and carriages, which are beyond the reach of nine-tenths of the community. The Outer Domain, of Sydney, is a great example of this.

As the reserve forms a considerable part of the gathering ground for collecting the water for the upper portion of the creek which runs subsequently through the only "water reserve" in the district, I think it would conduce more to augment the supply and keep it purer by enclosing the whole area.

Mr. Lewis Solomon called in and examined:—

Mr.
L. Solomon.

14 Feb., 1873.

465. *Chairman.*] You have resided on the North Shore for many years? Yes, above twenty, I think.
466. You live in the neighbourhood of what is called the Township Reserve? Yes.
467. You are aware that a Bill has been introduced into Parliament having for its object the enclosure of that portion of Walker and Carlow streets which passes through the reserve? Yes.
468. You are aware that a petition has been presented to Parliament against the measure? Yes.
469. Will you state to the Committee whether you are in favour of or against the Bill? I am very much in favour of it.
470. Do you think the neighbourhood has been improved by the outlay of money on the reserve lately by the Corporation? Very much.
471. Has the value of property been much improved? Yes; land there was formerly almost unsaleable.
472. You were one of several persons who petitioned the Government some years ago to dedicate one of these blocks for a cricket-ground? Yes.
473. Was that done at the time? Yes; one block was applied for, at first, but we found it would be better to have another, and they gave us another. I was one of the Trustees.
474. You had no means to improve it, and nothing was done? No.
475. Are you aware that lately subscriptions have been entered into for carrying out improvements on and about the reserve? Yes.
476. Is it likely that persons would contribute their money unless they approved of what was done? No; I would not have given a penny if there was to be a road through it.
477. *Mr. Hill.*] When you say that land was unsaleable until the improvements were made in the enclosure, do you mean that no land had been sold in that locality? No, but it brought a much better price afterwards;—the price has risen very much.
478. *Mr. Burns.*] Have you known any sales of land in this locality since the improvements were made? Yes, very lately.
479. How much per cent. over the prices similar lands brought previously? I could hardly tell you. Mr. — was the owner of a large block of land there for seventeen years, and as soon as this reserve was improved it was cut up, and four or five acres sold immediately. I bought one. The park being cleared, this place is beautiful now, where before it was rough bush; it is now fenced in, formed, and planted.
480. You think it would be to the advantage of the locality that this Bill should become law? Yes. All my property is about there. I have six houses within a stone's throw, and land as well. I should be very sorry to see any roads cut through the reserve.
481. *Chairman.*] The traffic of wheeled vehicles would occasion dust? Yes, it would destroy the place altogether.
482. *Mr. Hill.*] Have you travelled along Ridge-street and Alfred-street, towards Middle Head? No; I have gone by Falcon-street to Middle Head.
483. You consider Falcon-street very much easier than Ridge-street and Alfred-street? Yes.
484. *Chairman.*] The Government has lately been able to sell land in this neighbourhood that had been previously unsaleable? Yes, land that was refused before at an upset price has been sold for more than the old upset price since the improvements.
485. *Mr. Hill.*] Do you say that the increased value of this land arises solely from these improvements, or from time? From the improvements.

Mr. William James called in and examined:—

Mr.
W. James.

14 Feb., 1873.

486. *Chairman.*] You have resided at North Shore for many years? Yes, about twenty years.
487. You are living not far from the reserve? About a couple of hundred yards.
488. Are you aware that a Bill has been introduced into Parliament with the view of closing Walker and Carlow Streets to cart traffic? Yes.
489. Do you approve of that? Yes; I would certainly prefer closing the streets, and keeping the reserve as it is.
490. Is it your opinion that the neighbourhood has been improved or injured by the course taken by the Municipal Council in this matter? Wonderfully improved.
491. You have considerable property in the neighbourhood? Yes.
492. And you are in favour of this Bill passing? Yes, decidedly.
493. Has it come to your knowledge, in any way, of late, that land has increased in value in that neighbourhood since the improvements have been commenced? I have not been buying or selling, but I should say it has much improved in value.

Mr.

Mr. Laurence Joseph Harnett examined:—

Mr. L. J.
Harnett.

494. *Chairman.*] You bought some land, a short time since, facing the reserve at St. Leonards? Yes.
495. Have you any objection to state what you paid for it? I paid £120 for it about sixteen months ago; and I sold it a few days since for £312.

14 Feb., 1873.

FRIDAY, 21 FEBRUARY, 1873.

Present:—

MR. BURNS,

MR. FARNELL,

MR. HILL.

WILLIAM TUNKS, ESQ., IN THE CHAIR.

T. J. Cook, Esq., called in and examined:—

T. J. Cook,
Esq.

496. *Chairman.*] What is your name? Thomas John Cook.
497. You are the Mayor of the Borough of Victoria, North Shore? Yes.
498. You are aware of the object of the present inquiry? Yes.
499. You are the owner of property in the vicinity of the Reserve, North Shore? Yes.
500. Is it your opinion that the passing of a Bill to enclose the roads which would run through the reserve against vehicle traffic would be advantageous to the public or not? It would be advantageous.
501. Do you think it would injure property in the immediate vicinity? No; on the contrary, I believe it would improve it.
502. By common report, land has very much improved about there, has it not? Very much indeed.
503. That is lately? Yes.
504. As a landholder in that neighbourhood, you would sooner have the reserve kept as at present in one paddock than cut up into four by these streets? Yes.
505. *Mr. Farnell.*] You are aware that a petition has been presented against the closing of these streets? Yes; in fact I was asked to sign it.
506. Has that portion of Walker and Carlow Streets included in the reserve ever been used? No.
507. Is it your opinion that the closing of those streets would be any inconvenience to the people of the North Shore? No, none whatever.
508. If these streets were open, the traffic through them would be by persons living at a considerable distance, such as at Middle Harbour, would it not? It would not affect them one bit; the only persons whom it would affect would be those who live on the east side or the west, and require to go directly across from one side to the other.
509. Do you think that the fact of the reserve being where it is, and that the closing of the streets through it, would deteriorate the value of property in the vicinity? Would deteriorate the value of property?
510. Yes? The closing of the streets?
511. Yes? No, certainly not.
512. One person has given it in evidence that although favourable to the reserve, he is of opinion that a street should be made diagonally across the reserve, to afford facilities to persons travelling from Middle Harbour to Sydney: do you approve of that? No, I do not see that it would be any advantage.
513. *Chairman.*] A road across from the Roman Catholic Church to your property at the corner of Alfred-street? Going from Sydney to Middle Harbour, the road would cut off a corner of the reserve, but it would be a very little saving in distance—very little indeed.
514. *Mr. Farnell.*] Supposing these streets to be closed, and that diagonal road across the reserve were not to be made—what road would those persons take coming to Sydney? They would either have to go along Alfred-street and Ridge-street, or they would have to go along Falcon-street and Miller-street to get to Sydney.
515. Those roads would afford all the convenience necessary? Yes; thus, for instance, if I were leaving Blue's Point, and wanted to get to my property at the north-east corner of the reserve at Alfred-street, it would be just as easy for me to go by the present roads as it would be to go diagonally across the reserve; it would not make a difference of more than a few minutes.
516. Would not a road going diagonally through the reserve be very injurious to it? I should think it would be very injurious; it would spoil the cricket ground, which has been turfed in its centre.
517. That land was dedicated as a cricket ground before the Corporation came into existence? Yes.
518. Then, to run a road through it would be a violation of the trust? I should think so; at any rate it would spoil the ground.
519. Would there be any inconvenience to persons going backwards and forwards that way to the water reserve? No.
520. Is not the water reserve more likely to become a sewer than a water reserve? In the course of years.
521. A large quantity of Government land, which otherwise would have been unsaleable, has been sold in consequence of the roads made round the reserve? Yes.
522. If a person were at Mr. Zahel's house on the west side of the reserve near Carlow-street, it would be more convenient for him to go along by the church to the harbour than it would be for him to follow out Carlow-street to the eastward? Yes.
523. Going eastward would lead you down into the head of a gully? Yes.
524. An impassable place? Yes.
525. As a matter of opinion, would it not be more desirable that the Corporation, with its limited means, should make one good road round the reserve, than a number of badly constructed roads through it? Every one would admit that.
526. On the whole, you are in favour of the Bill passing? Yes.
527. *Mr. Burns.*] Do you think that property generally about this locality has been improved in value by the improvements made by the Corporation in the reserve? Yes, very much.
528. Are you aware of any sales of land that have been made since the improvements were made? Yes.
529. Did the prices realized show an improvement in the value of the ground? Yes.

21 Feb., 1873.

- T. J. Cook, Esq.
21 Feb., 1873.
530. How long have you lived in that locality? About seventeen years.
531. *Chairman.*] Have you any suggestions to make to the Committee? No; but I may point out, that if these roads—Carlow and Walker Streets—are not enclosed, it will take twenty chains of the reserve.
532. *Mr. Farnell.*] Twenty chains by one? Yes.
533. That is two acres? Yes.
534. *Chairman.*] Do you think the reserve is too large for the neighbourhood, or otherwise? It would be an advantage to make it larger rather than smaller; and dusty roads going through it would be very disagreeable.

Mr. James Booth called in and examined:—

- Mr. J. Booth.
21 Feb., 1873.
535. *Chairman.*] What is your name? James Booth.
536. How long have you resided at the North Shore? Fifteen years altogether.
537. You are the owner of property opposite the township reserve? Yes.
538. Will you state to the Committee your trade or profession? I am a gardener.
539. You have been employed a good deal on the North Shore in ornamental gardening? Yes; for the last fifteen years, with a few intervals.
540. You work for your living? Yes.
541. You are the owner of a small place at the corner of Walker and Falcon Streets? Yes.
542. Which is occupied as a florist's garden? Yes.
543. You know the nature of this inquiry? Yes.
544. That is to say, that the Municipal Council have authorized a Bill to be introduced into Parliament, to enclose a portion of Walker-street and Carlow-street running through the reserve, against vehicle traffic? Yes.
545. Will you state to the Committee the sort of improvements which have taken place in that reserve during the last twelve or eighteen months, with a view to ornament? A certain portion of it was improved as a cricket ground; and then it was thought desirable to plant some trees.
546. It was no use planting trees in the reserve until the place was fenced in? The reserve has been fenced in. The ground has been trenched, and three sides of it have been planted with a line of ornamental trees.
547. What trees are they? Ornamental trees, such as pines, camphors, figs of sorts.
548. A length of three-quarters of a mile of these trees has been planted? Yes; on three sides of the reserve.
549. If all this expense has been gone to by the inhabitants subscribing the money for the purpose out of their own pockets, would not that be a proof of their concurrence in the work done? There is not the least doubt of it. It was not like a rate, but the money for the purpose was subscribed voluntarily by the people, and they must have had the thing at heart, by the way they went forward with it.
550. As an owner of property in that neighbourhood, are you in favour of the enclosure of these streets, Walker and Carlow Streets, against cart traffic, where they pass through the reserve? Yes.
551. You are against leaving the reserve open? Yes; I should think it would spoil the park altogether to make roads through it.
552. One block would be much better than four? Yes, much better.
553. Would that be more or less convenient for persons going through it? It would be more convenient to have it in one block than four.
554. That is, for foot-passengers? For foot-passengers.
555. On the whole, you are in favour of the Bill to enclose these streets being passed into law? Yes.
556. *Mr. Hill.*] You have property in that locality? Yes.
557. Have you been long resident there? Fifteen years.
558. What is your opinion as to the value of property,—has it been depreciated or increased by the enclosure of this place? Increased.
559. Have you ever travelled down Ridge-street and along Alfred-street? There is a little hill rising from the foot of Alfred-street to Ridge-street.
560. That is leading to Middle Head? Yes.
561. Is there a means of getting rid of that incline by going along Falcon-street? It is a much easier road.
562. But longer? No, I do not think there is any difference in the length; there cannot be much difference in the length, because if you start from the Roman Catholic Church and go along Miller-street and Falcon-street, the distance is nearly the same as if starting from the same point you go along Ridge-street and Alfred-street.
563. *Chairman.*] In the latter case the corner is taken off? The corner is cut off.
564. *Mr. Hill.*] When you first went there, fifteen years ago, you used to travel along a bridle path which would run through the centre of the reserve, leading from the corner at the Roman Catholic Church to the opposite corner at Falcon and Alfred Streets? Yes; we used to call it Bloxom's Road.
565. Do you not think that it would be better for the sake of people travelling to Middle Harbour and Middle Head if that road were left open? No, I do not. I do not think that it would make five minutes difference to a person travelling on foot, and with a vehicle the time would be less.
566. And easier? And easier as it is now.
567. You would not have it kept open? No.
568. *Mr. Farnell.*] Do you think that if these roads were made through the reserve, it would be injurious to the trees planted within it? Yes.
569. You think that the whole block should be kept intact as a reserve? I think it should be kept intact as a reserve.
570. And that the enclosure should be the extreme boundaries, or the exterior portion of it? Yes.
571. Do you think on the whole that the property has improved in the vicinity of the reserve recently? Yes, much improved.
572. The value of the property? Yes, the value of the property.
573. *Chairman.*] You have noticed the small angle cut off on the south-east corner? Yes.
574. You are well acquainted with the place? I know the locality well.

575. If the whole of the reserve had been fenced in, that road at the corner would have been impracticable? Yes; Ridge-street would have run right into a gully there.
576. Is it within your knowledge that large quantities of stone from that place find their way into the township, for road-making and other purposes? A great quantity of stone is obtained from there. If that road were closed, there would be no other way of getting it through there except by cutting up the reserve and taking it all the way round by Alfred-street.
577. Then the taking of that half-acre from the reserve is a great accommodation to the people? Yes.
578. Where could anybody get stone on the North Shore now without paying for it, if it were not for this road—Is not all the land sold? I do not know of any other land about there where you could go and take the stone away.
579. *Mr. Hill.*] But there might be without you knowing of it? There might be.
580. *Chairman.*] At any rate, that is centrally placed, and it is Corporation property to that extent? Yes.
581. And easy of access? Yes. There could not have been a road made round there without a great deal of expense, if the reserve had been all fenced in. There is a very steep gully down there, falling Neutral Bay way.
582. The ground in the reserve has been stumped and partly cleared? A large portion of it has.
583. On the whole, are you in favour of the Bill passing to enclose these roads against vehicle traffic? Yes.
584. Have you anything to suggest to the Committee? No, I have nothing in particular to say. I know there is a great difference in the place now compared with what it was when I first went there.
585. You know where the creek crosses Miller-street, opposite Zahel's? Yes.
586. In what condition was that when the Corporation came into existence? Impassable almost.
587. You know where the same creek crosses Falcon-street, through Alderman Allan's property? Yes; that was very bad—you could not get across it.
588. At that time Ridge-street was not open to the public? No.
589. Then in what way could persons have gone to Middle Head without reference to that diagonal road? That was the only way they could go. I was living in Falcon-street, about eighty yards from Miller-street. I was moving about 180 yards up the street, and I had three-quarters of a mile to go round because I could not get over the creek in Falcon-street.
590. If the bridge there were to be raised, would not that reduce the gradient on that road? That is the only bad bit on the road, and it is on account of the creek being there. If that hollow were filled up, the road would be very much improved.

Mr. J. Booth.
21 Feb., 1873.

1872-3.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD THROUGH MUNICIPALITIES AT NORTH SHORE.

(PETITION IN FAVOUR OF GOVERNMENT RESUMING—INHABITANTS OF PARISHES OF WILLOUGHBY AND GORDON.)

Ordered by the Legislative Assembly to be printed, 31 January, 1873.

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

The humble Petition of the undersigned Inhabitants of the Parishes of Willoughby and Gordon, on the North Shore of Sydney,—

RESPECTFULLY SHOWETH:—

That since the formation of the four Municipalities at the North Shore of Sydney aforesaid, the main road leading from Sydney through the same has been placed in the hands and under the control of the said Municipalities.

That two of the said Municipalities have levied toll on the said main road (Willoughby and East Saint Leonards); the other two have also power to do so. One of the said Municipalities (East Saint Leonards) having only about half-a-mile of the said road under its jurisdiction, and from the nett proceeds there will be a revenue of from two hundred to three hundred pounds per annum.

That in consequence of having to pay the present tolls, coupled with the ferry fare, and the small prices wood, fruit, and other produce now realize in the Sydney market, the woodmen and growers in the district are with difficulty able to maintain themselves and families.

That since the said road has been so placed under the power of the said Municipalities, portion thereof has been kept in a very bad state of repair, and is sometimes in an impassable state.

That the said road, if placed in the hands or control of Trustees, would, from the income of one toll, soon yield a sufficiency to maintain it in proper order and repair.

Your Petitioners therefore humbly pray that the Government may be pleased to bring into Parliament a Bill to resume the control and management of the said main road from Sydney through all the said Municipalities, and to vest the same road in such Trustees as the Government may be pleased to appoint.

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

[Here follow 235 Signatures.]

1872-3.

NEW SOUTH WALES.

SYDNEY SEWERAGE AND WATER SUPPLY.

(SIXTEENTH ANNUAL REPORT OF MUNICIPAL COUNCIL—1872.)

Presented to Parliament, pursuant to Act 20 Vict. No. 36, sec. 75.

THE TOWN CLERK to THE PRINCIPAL UNDER SECRETARY.

Town Clerk's Office,
Sydney, 18 February, 1873.

SIR,

I do myself the honor, by direction of the Right Worshipful the Mayor, to transmit, for the information of the Parliament of New South Wales, the Sixteenth Annual Report of the proceedings of the Municipal Council of Sydney, under the Sewerage and Water Acts, during the year 1872.

I have, &c.,
CHAS. H. WOOLCOTT,
Town Clerk.

SIXTEENTH ANNUAL REPORT of the Municipal Council of the City of Sydney, of their proceedings under the Sewerage and Water 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 in connection with the Sewerage and Water Works, together with Statements of Receipts and Expenditure during the year 1872.

SEWERAGE.

The main sewers in the city have, with the exception of a portion of that in Pitt-street, been in good working order during the year. The invert of the Pitt-street Sewer, between Market and Hunter Streets, was found to have been much injured by storm water acting upon work which had been originally badly done and constructed of inferior material, but has been thoroughly repaired.

The following additions to the main sewers, in the southern section of the city, have been satisfactorily completed:—Pitt-street, south of Hay-street, 264 feet lineal of 3-ft. oviform brick. Elizabeth-street to Foveaux-street, through Mrs. Hughes' property, one thousand and thirty (1,030) feet of 3 ft. 6 in. oviform brick. Elizabeth-street south, fifty (50) feet of 4 ft. 6 in. oviform brick.

Four hundred and sixty (460) additional house connections have been made with the sewers, making a total of six thousand four hundred and sixty-seven (6,467) houses throughout the city.

During the year, two thousand one hundred and eighty-nine (2,189) yards of stoneware pipe drains have been laid, of the dimensions and in the localities detailed in Schedule A.

WATER.

The pumping machinery at Botany has been constantly at work throughout the year, excepting an occasional stoppage when the high and low service reservoirs have been telegraphed as full.

The engines and pumps have been in efficient working order. No more than two of the engines have been worked at any time, and they have been changed occasionally, to admit of repairs required caused by ordinary wear and tear. The whole of the machinery is now fully capable of meeting the present requirements of the city.

In the early part of October last, the roofs of the engine-house and boiler-house were much damaged by severe storms, but the needful repairs have been effected.

On the 5th December, a fracture was discovered in the 30-inch main passing through Mr. Baptist's gardens, occasioned by the soft nature and sinking of the ground, but the leakage was quickly stopped by strapping the main with four bands.

The register at the Botany engines shows that ten hundred and sixteen millions four hundred and fifteen thousand five hundred and thirty-four (1,016,415,534) gallons of water had been delivered into the low level reservoir, in Crown-street, and four hundred and seventy-four millions four hundred and twenty-five

five thousand eight hundred and fifty-six (474,425,856) gallons into the Paddington reservoir. The total quantity pumped has been fourteen hundred and ninety millions eight hundred and forty-one thousand three hundred and ninety (1,490,841,390) gallons; an average of twenty-eight millions six hundred and seventy thousand and twenty-six (28,670,026) gallons weekly, being an increase on the supply of the previous year of one hundred and sixty-six millions six hundred and thirty-two thousand one hundred and twenty-two (166,632,122) gallons; accounted for by the fact that the tunnel from Lachlan Swamp was not in use for upwards of four months, whilst being cleaned out and repaired.

During the year 1871 many alterations were made in the arrangement of the city mains, by which a much larger supply of water was obtained through Busby's Tunnel. In the course of an examination of this work, it was found that very considerable and serious obstructions existed throughout its length; and after a careful survey, it was determined to undertake the thorough cleaning out and repair of the aqueduct from end to end. This work has been most successfully and satisfactorily completed, as will appear from the detailed Report of the City Engineer appended hereto (B).

Reference was made in the Report for the year 1871, to experiments which were being made to test the capabilities of the Lachlan Swamp, by means of Tubular Wells sunk into the sand. Since that time an experimental tube has been placed near the Randwick Road, to a depth of eighty-five (85) feet, and the yield of water therefrom by means of a chain-pump has been satisfactory, and sufficiently encouraging to induce a further trial of this means of obtaining and making available the large quantities of water with which the Lachlan and Botany Swamps are charged. The further development of this scheme is now engaging the attention of the Council. A very considerable amount of work has been carried out during the year, in constructing embankments at the head of Lachlan Swamp and at Randwick Road, and along the course of the Botany stream, for the purpose of backing up and partially retaining the water. All these works, as far as they have been completed, are of a most satisfactory character and have answered their purpose, as may be proved by the fact that, notwithstanding an unusual rainfall during the season, the water has been retained in these embankments and thrown back upon the swamps, so that no escape has taken place at the weir at the Botany engine-house during the past twelve months.

Preparations are now being made for the reconstruction and enlargement of the engine-pond reservoir at Botany, so as to increase its storing capabilities from twenty-four millions to eighty millions of gallons of water. The existing embankment has been found to be very defective in its construction, and not capable of retaining water, and the carrying out of this work has become a matter of necessity.

The result of the experiments connected with the cylindrical well, and the particulars of the works completed, and about to be undertaken in the construction of the embankments, as well as the general question of water supply to the city, are detailed in the reports of the City Engineer appended (C and D).

The extended survey of the watershed between Randwick, Long Swamp, and Botany, has been completed, and is a valuable addition to the records attached to the Water Department.

The usual annual contracts for the supply of coal, pipes, locks, &c., and general stores, have been satisfactorily carried out.

The quantity of pipes laid during the year, for the extension of water supply to the city and suburbs (see Appendix E) has been four and a half miles, and one hundred and thirty yards in length. The total number of houses now receiving and paying for water is eighteen thousand eight hundred and six (18,806).

FINANCIAL.

The Annual Statements of the Receipts and Expenditure on account of the Water and Sewerage Works, for the year 1872, certified by the City Auditors, are appended hereto.

Adopted by the Municipal Council of the City of Sydney, this eighteenth day of February, A.D. 1873.

JAMES MERRIMAN,
Mayor.

CHAS. H. WOOLCOTT,
Town Clerk.

APPENDIX A.

Stoneware Sewers laid during the year 1872.

12-INCH.		12-INCH—continued.	
	feet.		feet.
Brougham-street, off Challis-street.....	140	Kent-street, Druitt-street to Bathurst-street.....	450
Kent-street, north of Munn's Hotel	50	Palmer-lane, Woolloomooloo	260
Darlinghurst-lane extension	16	Woolloomooloo-street, off and west of Bourke-street	140
Breillatt's Road and Sussex-street	180	Campbell-lane, Woolloomooloo	200
Hunt-street extension	50		
Darlinghurst Road extension	50	Total.....	4,426
Harrington-street, Argyle-street, to Frazer's-lane ..	665		
Argyle-street, Windmill-street to Crown-street	200	16-INCH.	
William-lane, Bourke-street to Forbes-street	300	Cumberland-street, off George-street.....	430
Custom House-lane and Castlereagh-street	240	Pitt-street, from Gas Company's Works to Railway	
Cumberland-street, north of Bridge	675	Station	1,710
Liverpool-street, off Darlinghurst Road	110	Total.....	2,140
Gloucester-street, Myles'-buildings to George-street...	400		
Riley-place, Crown-street to Riley-street	300		

APPENDIX B.

City Engineer's Office,
12 October, 1872.

Gentlemen,

I have much pleasure in being able to report that the tunnel from the Lachlan Swamp to Hyde Park has been successfully cleared out from end to end.

In my report to the Council on the 8th June last, I then stated that the necessary operations of clearing the tunnel had been commenced, and that from forty to fifty men were employed thereon. I had then little idea of the great difficulties attendant on carrying out this work, the magnitude and arduous nature of which I have endeavoured to show in this Report.

It was not until the 16th May that all preliminary arrangements were complete, by providing sufficient plant, in the shape of crab-winchies, chains, blocks, skips, &c., and the work of clearing commenced, which was started at several shafts simultaneously (of which there are twenty-seven in all), and the work continued without intermission until 20th September, when the last skip was taken out. The number of men employed throughout the entire time averaging about forty-five, and during the last month they had to work night and day.

Operations commenced at Hyde Park, and continued without any great difficulty until the 17th shaft was reached, when it was found that the bottom of this shaft was considerably under the ordinary level of the tunnel, and the water some height up the shaft. The roof of the tunnel, between Nos. 16 and 17, dipped into the water, and it was necessary here to introduce a Californian pump to lower the water, so as to enable the men to proceed with the work. The sand, stone, and muck was found, at shaft No. 17, to rise above the crown of tunnel, and up the shaft a short distance. Two other shafts, Nos. 18 and 20, were similarly sunk, and three pumps had to be introduced to keep the water under, the men having also to work night and day to enable this portion to be completed. I would here wish to testify to the praiseworthy manner in which the men worked, under great difficulties, they being the whole time in water, which was frequently up to their middles, whilst in some of the headings (owing to scarcity of air) the candles on several occasions would not burn. The skips also had to be dragged by the men from the places at which they were filled to the nearest shaft, whence they were hoisted to the surface, the lead at times being very long.

The number of skips of stone, sand, and muck taken out are as follows:—

Stone and muck	309 skips
Sand and muck	714 do
Stone	2,238 do
Sand.....	5,341 do
Muck.....	1,394 do
Sand and stone	292 do
Total.....	10,288

The number of dray-loads taken out of the tunnel, from the 29th April to the 2nd October, and carted away, are as follows:—

Sand	1,000 loads.
Muck.....	349 "
Stone.....	124 "
Total	1,473 dray-loads.

The appearance of the tunnel on going through it, now that it has been cleared, is very variable. In some places it swells out into large caverns, with the roof 10 and 11 feet in height. At other places it gets contracted, with the roof dipping down, so as to leave a passage of only 3 feet in height and width, with about 18 inches of water, for often many chains in length at a time. The irregularities, windings, and turnings are innumerable, as the measured distance through the inside will show, in comparison with the distance measured on the surface.

	Miles.	Chains.
Measured distance through tunnel	2	8
Surface measurement from shaft to shaft.....	1	72

During the progress of the work, side drives were found in six different places; the first leading from the first shaft in Park Road for a distance of 8 chains towards Moore Park, where, owing to its cutting into sand, it had been evidently stopped, and the end walled up. There is a shaft in this drive.

The second is in the Rifle Range, between shafts Nos. 14 and 15, and is 70 links long, the end being also walled up in a similar manner.

The third starts at the bottom of shaft No. 17 (also in the Rifle Range), and runs in the same direction as the others for a distance of 4 chains.

The fourth, between the 18th and 19th shafts, 48 links long, with a branch drive from it running north for 26 links.

The fifth occurs between the 19th and 20th shafts, and is 126 links in length; and the sixth, between shafts 22 and 23, for a length of 175 links. All these drives run in the same direction, viz., towards the south-west.

There were found nine stone culverts built in the tunnel, ranging from 1 foot 8 inches to 1 foot 11 inches in width, and from 3 to 4 in height—the total length being 681 feet. These culverts were evidently built where the rock was soft and faulty, for the purpose of strengthening the tunnel against the surrounding pressure.

In several places under South Head Road these culverts had to be strengthened by cast iron segmental arches, and at other places shored up with hardwood. The tunnel now, on inspection, is perfectly sound, safe, and clear from end to end, or from Hyde Park to the mouth in Lachlan Swamp.

As

As the clearing proceeded, the irregularities on the bottom of the tunnel were innumerable, and at four or five places I found it necessary to have the rock cut away where ridges occurred, as they dammed back the water for considerable distances and depths. On the occasion of the final inspection by two of the Aldermen and myself, the depth of water varied from 3 feet to a few inches, the average being about 15 inches throughout from Hyde Park to Moore Park; the remainder from that to the mouth of the tunnel in the Lachlan Swamp would have been nearly all under water had it not been for the three Californian pumps, which were kept going night and day, in order to get rid of the large quantities of water, which must have entered through fissures in the rock from springs in the tunnel itself, as the water was entirely shut off at the mouth by dams and sluices.

I have had a 24-inch water-lock built into the mouth of the tunnel at the Lachlan Swamp, in masonry and cement, to enable us to control the water properly, and let it into the tunnel in such quantities as may be required, as well as for the purpose of raising the permanent head of water in the swamp to a higher level.

The cost of the whole of the work has been, in labour.....	£1,611	8	11
Plant and materials	191	17	2
	£1,803	6	1

Although this expenditure seems large, yet it will repay itself in a very short time, and has been incurred in executing one of the most useful works that have been undertaken in connection with the water scheme since the tunnel was first formed, as the water is supplied from this source entirely by gravitation, and costs nothing for delivery.

Before the work of clearing commenced, the water from the tunnel could only be turned in to a portion of the low-lying parts of the city, for about two hours in the morning, when the supply was exhausted. But this was not to be wondered at, as the water had to percolate through the sand and ballast, with which, in many places, the tunnel was entirely choked up. The contrast since clearing is very marked indeed, as the supply since the day on which the water was turned in (the 27th September, 1872) has never ceased; nor has the water from the low level or Crown-street reservoir been turned in to supplement it in any way.

To show the quantity of water now supplied by the tunnel, I have taken two weeks, one before and another after the water was let in, of very similar weather, for comparison.

	Gallons.
During the week ending 31st September, there was pumped from Botany	28,253,808
Week ending 19th October.....	21,487,824
	6,765,984
Water from the springs and fissures in the tunnel itself, 35,000 per day.....	245,000
	7,010,984
Total for the week	7,010,984

being a supply of over 1,000,000 gallons per day from the tunnel alone by gravitation. This has proved already a great relief to the Botany engines, as shown by the daily returns since the tunnel has again been brought into requisition, the engines having been stopped for from four to five hours at a time, and on one occasion twice in the day. They have also not been working at so great a speed.

Whilst this work was being proceeded with, my attention was particularly directed to preserving and storing the water in the Lachlan Swamp, above the level of the tunnel, so as to have it in reserve when the water was cleared.

For a number of years back it has been the custom in dry weather to cut drains or races through the swamp; and, by continually deepening those year after year, they have at length assumed the character of deep streams or gullies, varying in depth from 5 to 20 feet. At six different places I have caused embankments to be thrown across these races, which back up and retain a very great quantity of water. The largest of these embankments is about 120 feet long, 12 feet 6 inches deep, and 20 feet wide on top.

In addition, I have had the southern side or bank of the main race raised and strengthened where it was low or showed signs of weakness, from the mouth of the tunnel all the way across the swamp to Cutt's drain on the eastern side.

I would advise the still further raising and strengthening of this part of the work, as every foot of water in height we gain here can be utilized, as the lock I have had inserted in the mouth of the tunnel will regulate the discharge.

I have, &c.,
FRANCIS BELL,
City Engineer.

APPENDIX C.

City Engineer's Second Report of the Municipal Council of Sydney on Capabilities of the Botany Watershed, &c.

City Engineer's Office,
Sydney, 8 June, 1872.

Gentlemen,

I have the honor to further report upon the investigations made, and tests applied, to ascertain the capabilities of the watershed which supplies the city with water.

TUBE WELLS.

After my former Report, the Council sanctioned the proposal that the sum of £700 should be expended in testing the capabilities of tube wells sunk in the sand. In accordance with this resolution, I at once proceeded to carry it into effect, and have had a cast-iron cylinder, of 5 feet external, and 4 feet 4½ inches internal diameter between the flanges, sunk to a depth of 81 feet 6 inches below water-level, or 85 feet 2 inches below surface of ground, close to the old engine-house at Lachlan Swamp.

As we met with so many difficulties in sinking this trial well, and the delays were so frequent and disappointing, I think it advisable to enter more fully into the detail of the experiments made than would have otherwise been necessary.

The sand pump which I had made in Sydney did its work most effectually, and the cylinder was sunk with great facility whilst in sand, having been sunk as much as 7 feet in one day. The original intention was only to sink the tube to a depth of 60 feet, and when this was done the chain pump was put in and got to work, but it was found that the water was so muddy, and such a large accumulation of mud and clay had collected in the cylinder, that it was considered advisable to sink the cylinder deeper to get through the clay, and four more lengths were procured for this purpose. In sinking further, it was found that within a few inches of where the bottom of the cylinder had been, a bed of clay was met with 6 feet in thickness, and of so heavy and tough a nature that the sand pump had no effect on it, and we had to procure the services of a diver to cut through it, hence the reason of the muddy water and clay. This deep bed of clay occurring here was the more remarkable, as a boring had previously been put down within a distance of 30 feet of it, to a depth of 96 feet 6 inches, or 7 feet 6 inches below sea-level; and only one small band of clay, 2 inches thick, was met with.

The cylinder was finally sunk to a depth of 85 feet below surface of ground, where one side of it rested on hard sand, with a band of iron-stone ¾ of an inch thick running through it. At a depth of 2 feet below the bottom of cylinder, clay was again found, and, by boring, we ascertained this bed to be 7 feet 6 inches in depth, with hard sand below. On starting the pumps, the water was very muddy, and when it was lowered suddenly in the cylinder to a depth of 47 feet from the surface, there took place a great rush of mud, sand, and clay into the cylinder, finally attaining a height of 20 feet from the bottom, thus showing the enormous pressure of the water at that depth; for the sand at the bottom being so charged with clay, the water was unable to percolate through it, hence the great rush when the bottom did move. This, as it turned out, was a great benefit, as it cleared away all the mud and clay, and the space has been refilled with pure sand. The cylinder was once more cleared out by means of the sand pump, and, as a precaution to prevent any great rush of sand, I inserted, under the lower flange

flange of the cylinder, or 6 feet from the bottom, two cast-iron gratings, with brass wire gauze between them. The bottom one was 5 inches thick, with conical holes 1 inch in diameter at small end, and as close as they could be placed together, with polls which fell down as they passed each flange of the cylinder to prevent the grating from rising. The upper grating was 3 inches thick, with holes as close as could be placed, $\frac{1}{2}$ inch in diameter, bolted firmly to the bottom grating, and closely fitting between the flanges of the cylinder. The chain pump was once more inserted, and the result of the pumping I will now detail. On lowering the water in the cylinder, the influx of the sand at the bottom was very gradual, and rose at the rate of about 1 inch per minute, until it finally attained a height of about 7 feet above the grating. We continued the pumping from the 11th till the 23rd April, and the sand in the bottom of the well gradually lowered until it was only 6 feet over grating. To effect this, we, by various means, caused the sand in the bottom to be much disturbed, and by continuing the pumping, all the earthy and vegetable matter in the sand was drawn off with the water, which became clearer and clearer each day, and the yield greater and greater, without any rising of the sand at the bottom; but, as above stated, the lowering of it from 7 to 6 feet above the grating. The daily increase of water, by continuously pumping, was very remarkable, and was caused, no doubt, by the fine earthy and vegetable matter, as well as the fine particles of sand, being drawn off in the water pumped. Latterly the water was pure and clear. The yield of water per minute, when it was at a depth of 45 feet from surface, was, on—

23rd March,	20	gallons per minute.
11th April,	36	" "
13th "	72	" "
15th "	75	" "
16th "	84	" "
22nd "	86	" "
23rd "	88	" "

and had the pumping been continued, supposing the cylinder had been sunk in pure sand, instead of having encountered the clay, compact sand, and band of ironstone, which has been the case in this experiment, I feel confident that the yield would have amounted to at least one hundred gallons per minute, from a well of 4 feet 4 $\frac{1}{2}$ inches in diameter.

It must also be borne in mind, that the seam of ironstone, on which one side of the tube well is resting, is a material obstacle to the ingress of the water. However, taking the actual quantity of water obtained, without allowing for the above-mentioned disadvantages, viz., 88 gallons per minute, or at the rate of 5,280 gallons per hour, it will be seen that the yield from a cylinder of double the diameter would be four times that quantity, or 21,120 gallons per hour.

I may mention as a fact worthy of notice, that, notwithstanding that the pumping was continued, sometimes for several days consecutively, it did not cause the slightest perceptible variation in the level of the surface water in the immediate vicinity of the cylinder, thus clearly showing that the water pumped must be drawn from a large area.

The quantity of water pumped to the high level reservoir from Botany, during the year 1871, was 414,735,562 gallons, equal to 1,136,262 daily; so that three cylindrical wells, 9 feet in diameter, would give more than the quantity at present required, or 1,520,640 gallons.

These experiments have fully confirmed my original expectations, as stated in my first Report, in the following words:—"I would propose to sink in the sand cylindrical iron wells, at such places as may be determined on—it may be that we might require three or four—and to have one large one to pump from, &c."

In sinking any future cylinders, care should be taken to have borings put down in the exact spots where they are to be, so that we would not have the difficulties to contend with that occurred while sinking the first one. The yield of water when the cylinder is entirely in pure sand, must necessarily be very much greater than if it was close to a clay bottom.]

From these experiments the following deductions can be made:—That the sand rises in the cylinder in proportion to the depth sunk under the surface water. In this one the bottom of the cylinder is 81 feet 6 inches below the surface water, and the sand in the well attained a permanent level of about 12 feet above the bottom, leaving 69 feet 6 inches of water in the well.

The temperature of the water drawn from this depth is always uniform, and I have ascertained this to be 63° Fahr. tried at various times from the 24th February up to the present; whereas the water delivered to the city during the summer was from 75° to 80°; and if the water was brought from a distance in open channels, I have no doubt it would reach a temperature of 85°, as I found it to be at the surface in the Lachlan stream on the 28th February last.

The wells could be placed so as to pump the water to the high level reservoir, at about 80 feet less elevation than by pumping from Botany.

The engines, if erected near Randwick, would be away from any attacking force from the seaboard; and the supply of water being so near the city, no other scheme could compete with it as to cheapness, provided the water is permanent.

TRIAL BORINGS.

Since my last Report, I have been steadily prosecuting my investigations with reference to the depth of sand below the permanent water level in the several swamps and lagoons, and the borings have revealed a depth of sand over the entire basin far beyond what I had anticipated. At appropriate places scattered all over this sand basin of about 4,150 acres, I have caused eleven (11) test borings to be put down in different parts of this area, some to a considerable depth, and find that the average depth of pure sand is 81 feet. As the position of these borings had been determined on so as to give the fairest possible approximation of the actual capacity of this sand basin, I consider this average to be as correct a one as can be made; and, calculating on the same basis as my former Report, I find the probable quantity of water stored in the sand will amount to 22,879 millions of gallons, which quantity is altogether independent of our present consumption of 1,884 millions from all sources, this latter being derived entirely from the sandhills above these levels, which up to the present time have never failed us.

Most of the borings have been sunk through pure sand to considerable depths below sea level. At No. 10 bore, which was put down near the long swamp on the right-hand side of the Bunnerong Road, the 3-inch tubes were sunk to a depth of 127 feet, or 61 feet 6 inches below sea level—117 feet being pure sand. At a depth of 47 feet below sea level, a quantity of water was procured, which in appearance was beautifully clear, and to the taste apparently the same as that from Botany.

The results of an analysis of one gallon of this water gives of salts in solution (consisting of chloride of sodium, carb-magnesia, iron, and sulphate of lime), in all nine (9) grains, being quite as pure as the water at present supplied from Botany.

The Botany watershed, from careful surveys and observations, contains about 5,560 acres; and if we take the average annual rainfall for the last thirty-two years, that being the only period of which any reliable record has been taken, viz.,—49·435 inches, we have from the rainfall on this area alone 6,235,854,487 gallons, or over 3 $\frac{1}{4}$ years' supply at the present rate of consumption; this is, however, without allowing for evaporation, and my opinions on this latter point are not changed since my Report in September last.

The following figures will speak for themselves:—

	Million gallons per annum.
Average yearly rainfall for the last thirty-two years, on area of watershed 5,560 acres.....	6,237
The Water Commissioners recommended that provision should be made to supply 250,000 inhabitants, at the rate of twelve million gallons per day.....	4,380
The present consumption, from all sources, is estimated at five millions of gallons per day	1,884

LACHLAN SWAMP TUNNEL.

On the 8th April last, I found it necessary to report that the tunnel was not working to my satisfaction, owing to considerable obstructions that were found at the bottom of many of the shafts, and I recommended that immediate steps be taken to clear away all deposits and obstructions. I received instructions on that date to do so, and at once proceeded to act upon them. Having had all the shafts opened to ventilate the tunnel, the overseer, Mr. John Stacey, started at Hyde Park and travelled through it, encountering many obstacles and difficulties in the way, owing to heaps of ballast and sand, which had evidently never been removed from the time of the completion of the tunnel; they being the debris caused by the workmen in its construction; many of these barriers having evidently been placed there at that time, for the purpose, I suppose, of keeping back the water whilst the men were at work.

Stacey, on proceeding up the tunnel, found the water varying in depth from a few inches to 4 and 5 feet, and the deposits and obstructions in many places so formidable that it was with great difficulty he could get through by creeping on all fours,

fours, with his back rubbing against the top of the tunnel, and this for many chains in length; and at two or three places he could not proceed any further, as the top of the tunnel dipped into the water. Operations were commenced at Hyde Park, or the lower end, proceeding upwards, and the tunnel has now been cleared as far as the Park Road at the Rifle Range, with the exception of about one chain in length under the Barracks; and this portion will, I have no doubt, be entirely completed by Saturday afternoon. The water has been lowered in the portions cleared from 1 to 3 feet; the number of men employed is between forty and fifty, and the number of cart-loads of stuff, consisting of ballast, sand, and muck taken out and carted away, amounted on the evening of the 6th instant to 400 loads. On examining the tunnel under the South Head Road, many of the covering stones were found cracked and in a dangerous state. This has now been repaired, by inserting cast-iron segments or arches under them, let into and springing from the masonry on each side: the number inserted has been thirty-three. When the work of clearing has been completed, I have no doubt but that the increase of water will be very considerable. I have found also that the yield of water from the tunnel alone, without any coming in from the Lachlan Swamp (as it has been completely cut off by sluice gates), is about 30,000 gallons in the twenty-four hours; but this can be greatly augmented hereafter, as many places where there were heavy springs in the shafts and roof, from fissures in the rock, have been plugged up whilst the men were at work.

DAMS No. 1 & 2.

On the 26th March last, instructions were given me to repair No. 1 Dam, which had been carried away during the heavy floods of the year 1868. I have much pleasure in being able to report that this dam has been reconstructed of sufficient stability. I am having the whole of the embankment well turfed, and the waste-weir or bye-wash, which I have placed at a distance from the artificial embankment for safety, is of sufficient width and strength to carry off any water from floods, or withstand any shock it might be called upon to sustain in the event of any of the upper dams giving way.

Having carefully inspected the old site of No. 2 Dam, I found that it was a very ineligible position for an embankment, and have, accordingly, recommended a new dam to be constructed lower down the stream, where the swamp bed is not so spongy as in the case of the old site, and where the embankment will not require to be so long as was the former one. I have also been able to avail myself of the natural level of the ground to the north of the proposed dam, so that no artificial bye-wash will be needed, which, in itself, is a great advantage. The new embankment will also back up $2\frac{1}{2}$ millions of gallons more than it would have done if reconstructed on the old site.

ENGINE-POND DAM.

With a view to the enlargement of this dam, both with regard to extending its area and also raising the embankment, I am now having a series of borings sunk through the present puddle-bank at the sea embankment, in order to ascertain whether it has been originally built in a proper bed of either rock or clay. The result of the ten holes at present sunk shows that the puddle-bank does not extend more than from 8 to 12 feet below the level of the surface, and, in every instance, is merely resting on sand, the bed of clay varying from 2 to 4 feet beneath the bottom of the puddle; and also, that there is no puddling whatever at the back of the masonry of the flood-gates; thus showing that the dam is really not able to retain the water in it without very considerable leakage. I therefore fear it will be necessary, before raising the dam, to form a proper puddle dyke, resting on the bed clay, through the entire length of the embankment, altogether independent of the present puddling. I purpose continuing the borings along the east side of the engine-house paddock, to enable me to form an estimate of the probable cost of the enlargement.

EXTENSION OF SURVEY, &c.

I have been greatly delayed in the prosecution of my calculations respecting the capabilities of the Botany country, &c., owing to the unexpected length of time which the survey has taken in its execution; and, I am sorry to say, that I am not as yet able to report that it is completed. I have repeatedly urged the great value it would be to me, with a view to its being finished before this (as ample time has elapsed since it was first undertaken), but without success.

Finally, I would remark, that I feel great pleasure in being able to confirm the opinions enunciated in my first Report with reference to our Botany water supply, and to reiterate my unshaken confidence in the scheme which I have proposed as an extension of it.

The great advantages which will be derived from relieving the Botany engines of much of their present duty, and of supplying the highest parts of the suburbs by means of pumping machinery stationed at the Lachlan, is too well known to the members of the Council for me to repeat the opinion I have already expressed at different times on that subject. With the tunnel working free of all obstructions, the Botany dams repaired and rebuilt, increased reservoir accommodation, and a system of tube-wells sunk at appropriate places to supply the higher levels of the city, I see no reason for indulging in the cry that Sydney ought to seek elsewhere for a source of water supply.

I have, &c.,
FRANCIS BELL,
City Engineer.

ADDENDA.

LACHLAN AND BOTANY WATER SUPPLY.

Present consumption, from all sources (being at the rate of about 5 million gallons daily per annum).....	1,884	Million gallons;
Water Commissioners recommend that provision should be made to supply a population of 250,000, at the rate of 12 million gallons per day; equals an annual supply of	4,380	
Average rainfall for the last thirty-two years (49,435 inches) on area of Botany watershed, 5,560 acres, equals per annum	6,237	
Quantity of water stored in sand basin, equal to about $5\frac{1}{2}$ years' supply at the rate recommended by Water Commissioners, or 12 millions per day.....	22,879	
Amount of rainfall for $5\frac{1}{2}$ years (taking the above annual average) equals.....	32,744	
Total quantity of water contained in sand basin, and $5\frac{1}{2}$ years' average annual rainfall, would give $12\frac{1}{2}$ years' supply at the Water Commissioners' maximum rate.....	55,623	

FRANCIS BELL,
City Engineer.

APPENDIX D.

City Engineer's third Report to the Municipal Council of Sydney, on capabilities of the Botany Watershed, and extension of present Water Supply, &c.

City Engineer's Office,
24 October, 1872.

Gentlemen,

I have the honor again to report on the progress made with the additional works now in the course of construction for the purpose of impounding more water, as well as on the further investigations made in ascertaining the capabilities of the watershed from which the city is supplied.

DAM No. 2.

In my Report of the 8th of June last, I mentioned that No. 1 Dam was reconstructed; since then No. 2 Dam has also been completed, a small portion only of the flank embankment remaining still to be done.

LACHLAN DAM.

Good progress is being made with the Lachlan embankment parallel with the Randwick Road; about three-quarters of the work being now completed; and, as there are about eighty men constantly employed, I consider that in about six weeks it will be in a sufficiently advanced state to commence storing water. This embankment is over half a mile in length (45 chains), and the quantity of water that will be impounded in the reservoir itself, when full, I estimate at 45 million gallons.

ENGINE-

ENGINE-POND RESERVOIR, BOTANY.

At present this reservoir is only able to retain about 24 million gallons,—a capacity totally inadequate to impound anything like the quantity of water which at times is discharged into it, and which has hitherto been lost in consequence. It is proposed to increase the capacity of this reservoir by raising the level 6 feet 6 inches higher, which will have the effect of giving a very much greater depth, as well as increasing the superficial area to about 50 acres. The quantity of water it will then be able to contain I estimate at about 80 million gallons.

The sea embankment of this reservoir has been ascertained to be anything but water-tight, as a great quantity of water is found to escape into the bay. With the view of remedying this, I have had borings taken along the centre of its entire length, as well as along the site of the proposed extension of embankment: the result of these shows that in no instance has the puddle been carried down to the bed clay, which exists here at depths varying from 10 to 33 feet from the surface. I estimate this entire work will cost (including the purchase of 5 acres of land for the diversion of the Blackwater Creek) about £7,000. Of all the reservoirs, this is the only one, being the lowest and nearest the sea, that is necessary to be perfectly water-tight, as all the water that escapes through the others can be arrested here. I am now much pleased to say the Council have approved of these works, and they will be proceeded with as quickly as possible.

To sum up the aggregate of the additional impounding capacity of all these reservoirs, we have—

	Million gallons.
No. 1 storing capacity, when full	30
No. 2 ditto ditto	32
Lachlan Reservoir ditto	45
Increase to Engine-pond Reservoir ditto	56
	163

This is independent of what will be thrown back into the sand and stored there above and around Nos. 1, 2, and Lachlan Reservoirs, equal to the height that the water stands at in the reservoirs. I have estimated this quantity to be about 150 million gallons, so that the total storing capabilities of all these new works will amount to about 313 million gallons, or about ten weeks' supply at our present rate of consumption.

EXTENSION OF SURVEY.

Since the loss of the field books and plan of portion of the survey of the Botany watershed, a contract has been entered into with Mr. Handcock for its completion. The survey is now being rapidly proceeded with, the greater part of the triangulation is done, and I am in hopes that the work will be completed and handed over within the contract time.

TEST BORINGS.

Since my last Report, five additional borings have been put down, and the average gives a depth of over 80 feet of pure sand from the surface: they are as follows:—

DEPTH OF SAND AT EACH BORING.

No 1.	75' 0"	on clay and sand.
2.	96 6	still on sand.
3.	59 0	on clay.
4.	104 6	ditto.
5.	73 0	on rock.
6.	92 0	on clay.
7.	47 6	on rock.
8.	54 0	on rock. Here water rose through the tube 18 inches above surface of ground.
9.	123 0	on clay.
10.	95 0	ditto.
11.	75 0	ditto.
12.	97 9	ditto.
13.	43 9	on rock.
14.	89 0	ditto.

Average depth of sand equals 80.36 feet, result of fourteen borings distributed over the area of the watershed.

These figures fully confirm my former calculations, and prove beyond a doubt the immense natural reservoir here revealed. All these borings were taken at spots where the water was standing at the surface of ground, thus proving that this immense body of sand, 5,560 acres in extent, and averaging 80 feet in depth, is charged entirely with water of the very purest description. Thus (basing my calculations on the experiments recently made by me, which showed that the sand contains one-third of its own bulk of water), and assuming that only one-fourth of this is available, I find that we have the enormous quantity of 30,274 million gallons of water that has never yet been touched, which we can always draw from when required, and within reach, I may say, of our very doors. This, as I have shown before, is quite independent of our present supply, which comes entirely from the surface, and from the sandhills which rise above the inclined plane, and is partially stored in the several reservoirs. As shown in my former Report, the average yearly rainfall is 6,237 million gallons: this added to that contained in the sand basin (viz., 30,274 millions) gives 36,511 million gallons, or over nineteen years' supply at the present rate of consumption of five millions per day, even if no rain should fall during that time; but, as I have just stated, the average yearly rainfall is 6,237 million gallons on this catchment area (being one-third more than the greatest quantity recommended by the Water Commission), which would be replenished yearly; so that we have always this vast store of water to fall back on, in the emergency of any lasting or severe drought; and I maintain that our watershed of 5,560 acres of sand 80 feet deep, a fourth of which is water, or 5,560 acres of water 20 feet deep, will always be amply sufficient for any future requirements, if proper means be adopted to utilize it.

As it has been incontestably proved that there is this large supply of subterranean water obtainable from the sand, I would now advert to the quality, temperature, &c., of the same. By the last mail from England, I received from the celebrated hydraulic engineer, S. C. Homersham, Esq., C.E., reports and pamphlets, &c. of the most valuable kind, all bearing on this question. In England and on the Continent subterranean water is now being gradually introduced, where practicable, for the supply of large towns, in lieu of river and surface water. Mr. Homersham, in his letter to me, states:—"River or flood water impounded in reservoirs always proves to be more or less contaminated with decayed vegetable matter, derived from fallen leaves and blossoms, as well as with other more deleterious impurities—such as the growth and decay of coniferæ in the water, the exuvie of animals and fish, all of which get dissolved in the water or mixed with it, and afford nourishment to numerous vegetable and animal organisms, the spores and ova of which are conveyed into the water by the air, or washed into it by floods, &c. In this country a careful microscopical examination of river water shows such water to be pervaded by numerous minute living vegetable and animal organisms and fungi, with germs and ova, all more or less detrimental to the health of those who drink such water. These impurities more especially abound in warm seasons of the year, when the normal temperature of such water in this Country is about 70° Faht. In New South Wales, where the temperature of river and surface water is 80° to 85° Faht. in summer, or 10° to 15° higher than here, decomposing organic matter, and these classes of impurities, cannot fail to be more abundant, and more detrimental to health. Now, careful examination proves that in its normal condition subterranean spring water is entirely free from all such impurities."

If we analyze the return that appeared in the *Herald* of the 14th instant of the annual rates of mortality in the United Kingdom and Sydney, we find that in all the cities and towns where the mortality is greatest the water is obtained from river or flood water impounded in reservoirs—such as Dublin 34.9, Glasgow 33.5, Liverpool 37.0, for every 1,000 of population, &c.; but in Portsmouth (which is supplied entirely by spring water obtained from wells) the mortality is only 19.8—the lowest in the entire list; thus proving beyond doubt that water obtained from wells is much more wholesome than surface water. Compare Sydney and suburbs with these, and we find the mortality of Sydney to be 21.9, and suburbs 14.0. The water now supplied

supplied to Sydney and part of the suburbs is of the purest description, being filtered rain-water, springing from the bases of the various sandhills throughout the Lachlan and Botany watersheds; and from this wholesome water being supplied to the inhabitants may mainly be attributed the health of the city and suburbs, as compared with the English cities and towns; and we may safely assume the quality of the water has something to do with the rate of mortality. It would, therefore, be in my opinion most unwise to seek for another source of supply, when our present can be developed and augmented sufficiently for our requirements. I may here cite some of the principal towns in England that are supplied by wells:—Winchester, Arundel, Brighton, Dover, Deal and Walmer, Ramsgate, Canterbury, Gravesend, St. Albans, Hull, Portsmouth, Plumstead, Woolwich, Charlton, Blackheath, and Walford.

Last year the Corporation of Edinburgh promoted a Bill in Parliament to supply that city with water by *gravity from Loch St. Mary*. The Bill after great investigation was thrown out in the Lords; for, though the water was very soft (indeed almost as soft and free from mineral matter as distilled water), yet the microscope showed that it contained numerous living organisms, both vegetable, animal, and fungi, such as undoubtedly proved the water to be unwholesome for drinking and domestic use.

I have dwelt thus long on this most important subject, with the object of showing the incalculable value it will be to the inhabitants of Sydney and suburbs for them to obtain a sufficient supply of the most wholesome and purest water, delivered at a temperature of 63° Fahr., the entire year through, at a moderate cost, not greater than the present rate; and this object can be achieved by drawing the filtered water from the sand by means of wells, and pumping into receiving reservoirs for delivery.

If we compare this scheme with that proposed by the Commissioners, where we find it is intended bringing the *surface and flood waters a distance of 63 miles*, principally running in open streams or conduits, and impounded in large reservoirs, with all the impurities of living organisms, both vegetable and animal, and fungi, which must be developed to a very great degree in this warm climate—with the water delivered to the inhabitants in the summer at a temperature of not less than from 80° to 85° Fahr., in addition to the immensely increased cost to the householders and consumers, to say nothing of the probable great increase of mortality which would most likely arise by using such water—if, I repeat, we compare the two schemes, I have little hesitation in saying that the extension of our present magnificent conserving basin will be that which will be pronounced to be the most advisable and economical of the two.

TUBE WELL.

During the very dry weather which continued for so many months during this year, and when the surface water began to show symptoms of not being able to keep up the requisite supply, I thought it advisable to try and supplement it by pumping water from the experimental tube well at the Lachlan, and allow it to flow down to Botany. Before starting the pump, I found, on sounding, that at the bottom of the well, which was 71 feet 4 inches deep, and resting on the sand, which stood in the well 15 feet from bottom of cylinder, there was a deposit of very tenacious fine pulverized clay, about 3 inches in thickness. This deposit was caused from the sediment in the water which came from the stratum of clay which was within a few inches of the bottom of cylinder. I regret much that I had not this clay deposit taken out before I commenced pumping, for I feel assured in that case the test of the yield of water would have been very different; however, the principle is proved beyond a doubt, that water can be pumped in immense quantities from the deep sand beds, as will hereinafter appear. The pump in the test well was started on the 23rd September, just five months from the last of the former experiments, which showed a yield of 88 gallons per minute, or 126,720 gallons per twenty-four hours. This was tested over and over again, and gave the same result. On the last occasion, however, the yield was very much less, but this was easily accounted for from the fact of the length of time (five months) for the sediment to form into a hard crust of clay on the surface of sand, which prevented the water from percolating through it; and also as the cylinder itself had settled down into or within a few inches of the bed of clay. The yield of water by the last trial, under these very unfavourable circumstances, was 48 gallons per minute on starting; but on continuous pumping night and day, which was done from 23rd September to 5th October, the yield increased to 51 gallons per minute. If the wet weather had not set in and the water from the pump no longer likely to be required, it had been my intention to have taken out the chain pump and lowered once more the sand pump to clear away the clay sediment. Even this yield of 51 gallons per minute, or 72,888 per day, must be taken as a very satisfactory result as the yield derivable from a tube well of only 4' 4½" in diameter. If I had been enabled to have retained the bottom of the tube in the pure sand, and not to have allowed it to approach the clay, I will venture to say the yield would have been at the very least four times greater. It was most unfortunate sinking the well where we did, as we came on the outside of the spur of the clay bed which runs out here, and which has been clearly defined by the borings that have been taken since. My object also in sinking where I did was to be close to the engine, to facilitate our sinking and pumping. As these experiments are the first of the kind that have ever been made in any part of the world, and there being no previous experience to guide us, we must necessarily expect to meet with difficulties and disappointments at the outset, and it is only by persevering that we can hope to gain the knowledge necessary to overcome them when they occur. I can now say with confidence that we have gained that experience which will enable us to proceed with the construction of cylindrical wells that will yield large quantities of water. I now, by experience, have found that after the cylinder is sunk to a certain depth, and the sand cleared to the bottom, if the water be lowered in the well the sand rises proportionally, provided the cylinder is prevented sinking; therefore, after the cylinder has been sunk to the proper depth, and before the water is pumped out, sand should be filled in, proportionately high to the depth of the cylinder, as it is incumbent on us to arrest the bottom in pure sand, and not allow it to touch the clay on any account; otherwise we do not get the requisite quantity of water. Other means should be adopted in addition at the surface of ground to prevent the cylinder sinking too far. *The yield of water from sand is, however, sufficiently known to give us the greatest confidence in our proceedings.* As an instance, Mr. Robert Stevenson, in his Report, in 1840, to the London and Westminster Water Company, states,—“In the county of Durham two shafts within a few yards of one another are now in process of being sunk for the purpose of a coalpit. They have encountered a *stratum of sand* lying between the magnesian limestone and the coal formation, abounding with water to an extraordinary degree. For some months past, and up to the present moment, more than 10,000 gallons per minute, or 14,000,000 gallons per twenty-four hours, have been pumped from the *stratum of sand* crossing these two shafts.”

Mr. Homersham, in his communication to me by this mail, states,—“He had a well sunk, during the year 1865, in the parish of Cheddington, Bucks, for a depth of 116 feet in the gault clay, with a borehole 35 feet further carried through the clay into the lower *greensand*; and the yield of water from the borehole, *four inches internal diameter*, was 160 gallons per minute, or about 230,000 gallons per twenty-four hours. Some wells sunk, geologically speaking, in a similar “sand formation,” yield from one to one and a half million gallons per day.

It being satisfactorily proved that an immense body of water does exist in the sand basin of the Lachlan and Botany Swamps, of the purest and most wholesome quality, I will now proceed to describe how it may be obtained. I would propose to sink four cylindrical wells on the south side of the Randwick Road, at different levels, and sufficient distances apart to enable them to be connected by syphons to a large receiving one at the lowest level, which I propose should be situated close to where the stream crosses the Bunnerong Road, under Constitution Hill; and here I would propose to erect engines and pumping machinery, and pump the water from here to the high level reservoir at Paddington, and also to another reservoir proposed to be built at Woollahra. In making my estimate of the number of wells requisite to yield sufficient water to supply the high levels of the city, I have taken 5·86 gallons to the square foot per minute as the yield from a well when the bottom of cylinder is in sand, and over 80 feet in depth; that having been the ascertained quantity after many trials.

The cylinders I propose to have of wrought iron, being so much lighter than cast iron, each 15 feet in diameter, and sunk to such depths as the nature of the ground will permit. These four should yield on the above basis 1,000 gallons per minute each, which would give, in twelve working hours, 2,880,000 gallons, or in twenty-four hours 5,760,000 gallons, or just five times the quantity now being delivered to the high level reservoir. These would all discharge into one large receiving well for pumping from, say 30 feet diameter and 40 feet deep, with bottom. I would propose to erect four engines, seventy-five horse power each, with adequate pumps, &c., and to construct and lay from thence a 30-inch wrought iron main to connect with the Paddington high level reservoir, and connect the Paddington with the Woollahra reservoir by means of a 20-inch main. These works are subject to great enlargement at any future time when the requirements of the city demand it.

The

The following is my estimate for the proposed additional works, by the erection of pumping engines and wells for a high level service :—

Four cylindrical wells 15 feet diameter, 80 feet deep each, including cost of sinking, at £2,000 each	£8,000 0 0
One large receiving well, 30 feet diameter and 40 feet deep	2,000 0 0
Connecting syphon pipes from wells, with, locks, &c.	3,000 0 0
Three 75 h.p. engines, including boilers at £40	9,000 0 0
One 75 h.p. spare engine, do. do.	3,000 0 0
Engine and boiler house, chimney, &c.	6,000 0 0
600 tons wrought iron 30-inch main from engines to Paddington.....	21,000 0 0
160 tons wrought iron 20-inch main from Paddington to new reservoir at Woollahra	5,800 0 0
Paddington reservoir to be increased to double the capacity	5,000 0 0
New reservoir, Woollahra, to contain 5,000,000 gallons	9,500 0 0
Locks, stopback, valves, &c.....	3,000 0 0
12-inch main from Paddington reservoir to Crown-street reservoir	3,100 0 0
Purchase of land, say	1,000 0 0
Contingencies, 10 per cent.	6,800 0 0
	<hr/>
	£86,200 0 0
	<hr/>
Reticulation of mains through Paddington and Woollahra, &c., say 11 miles.....	16,800 0 0
	<hr/>
Total.....	£103,000 0 0

ESTIMATED REVENUE.

By a return just received, the number of rateable houses in Paddington is 939 (say rooms) 5,634 Do. Woollahra 755 (say rooms) 5,284	
	<hr/>
10,920	
say 11,000 rooms from high level service, at 5s.	2,750 0 0
Estimated number of rooms in Camperdown, Darlington, Waterloo, Alex- andria, &c., &c., 11,000 at 5s.	2,750 0 0
	<hr/>
Total.....	£5,500 0 0

The working expenses, however, would amount to about much the same, but the revenue would be increasing yearly with the same expenditure, as instance the present revenue derivable from the water rate.

Total receipts on account of the Water Fund for the year 1871	£33,357 0 0
Annual cost of pumping, including wages of Botany staff, coals, general repairs, stores, &c., and cost of reticulation through the city, with office expenses, &c.	12,000 0 0
	<hr/>
Total net Revenue, exclusive of Interest on Capital	£21,357 0 0

By the Water Act the Corporation are empowered still to raise additional capital to the amount of £46,500.

At present the average daily supply delivered to the Paddington or high level reservoir, 1,140,000 gallons; and if the Botany engines be relieved of this duty (which is equivalent to about 2,122,000 gallons delivered to the low level reservoir), we have this additional quantity which can be made available for the low-lying parts of the city and suburbs, as well as relieving altogether the Botany engines from the great strain of pumping to the high level; the advantages of which I need not comment upon.

In other words, we should calculate at present, in extreme cases, on pumping to the high level reservoir weekly 10 million gallons, and to the low-level ditto 24½ millions. But if we pumped entirely to the low level, using the same power and for the same time, the quantity delivered would be 39½ million gallons, or 15 millions per week more than at present.

The advantages that would be derived by the execution of this scheme would be the supplying entirely the two high service reservoirs from the wells, sufficient for the present supply to the city, in addition to what would be required for Paddington and Woollahra; also, the further extension of the low service mains to Camperdown, Darlington, Waterloo, Alexandria, &c.; the great relief to the engines at Botany in not having to pump to the high level reservoir: and by laying a main (included in my estimate) from the Paddington to the Crown-street reservoir, we could, on an emergency, supply the latter from the wells, in case of any accident happening to the Botany engines, and *vice versa*, so that we would always have two sources of supply to depend on, instead of one, as at present.

Whilst reviewing the entire water scheme, I would wish to summarize the several alterations and additions that have been and are being carried out by me. Commencing with the watershed that supplies the tunnel, otherwise "Busby's Bore," we have been, during the last few months steadily constructing small dams across the several creeks and drains throughout the Lachlan Swamp, with the object of conserving the water as much as possible, by throwing it back into the sandhills and flats, and also with the view of restoring the swamp as nearly as possible to its original state. Some of these dams are of considerable size, and have answered my expectation in every respect. The one we are at present engaged on is about 4 chains in length and 20 feet in height, and will be furnished with a 9-inch outlet pipe, with lock, &c. This dam will be capable of retaining a great quantity of water, which it will back up for some half-mile in length.

Since the tunnel was cleared out and brought again into operation, it has been working most satisfactorily, the low portions of the city having been *entirely* supplied by it ever since: the quantity of water it has delivered being fully one million gallons daily by gravitation.

The next work is the Lachlan reservoir (in progress), which is estimated to contain 45 million gallons; the Dams Nos. 1 and 2, estimated to contain together 62 millions; and the enlargement of the engine-pond reservoir, which will add about 56 million gallons to its present capacity.

With all these additional means of storing and supplying the water, the extension of the mains and services throughout the city and suburbs is still keeping pace with it, and the great responsibility of augmenting our present supply still remains.

The Botany engines cannot do much more than they are now performing; and indeed it would be highly injudicious to increase their work; therefore it is most essential that an additional supply should be obtained, and the only one that could be *immediately carried out* is the plan that I have suggested, which can be at once proceeded with.

Any other scheme would take years and years to construct, at an immense cost—fully ten times greater than will be that of the one I propose—and must necessarily supply (as I have endeavoured to show in the course of this Report) water of a much less wholesome description than that which can be procured from the "sand basin" of our present watershed.

I have, &c.,
FRANCIS BELL,
City Engineer.

APPENDIX E.

WATER-MAINS laid during 1872.

6-INCH.			4-INCH.		
	yards.	pipes.		yards.	pipes.
Darlinghurst Road.....	174	58	Reddy & Church Sts., Paddington..	180	60
Bathurst and Elizabeth Streets.....	9	3	M'Lean and Cameron Streets, do..	243	81
Phillip-street	228	76	Wells-street, Redfern.....	207	69
South Head Road	84	28			
Bridge-street	129	43	Total.....	4,305	1,435
Darling Point.....	1,338	446			
Total.....	1,962	654			
4-INCH.			3-INCH.		
Edward-street.....	114	38	Ross-street	87	29
Thomas-street	126	42	Woolley-street	108	36
Vine-street	183	61	Duke-street	102	34
Botany Road, Redfern	276	92	Riley-street	129	43
Goulburn-street	120	40	Rushcutter's Bay Road	108	36
Surry-street.....	48	16	Allen-street, Ultimo	93	31
Hutchinson-street	102	34	Clarence-lane	39	13
Surry-lane	36	12	Alfred Road	72	24
Liverpool-street	108	36	M'Clelland's-lane	45	15
Comber-street, Paddington	72	24	Cross-lane	33	11
Mill-street	72	24	Victoria-street	36	12
Sir John Young Crescent	180	60	Macquarie-street South	120	40
Dowling-street	402	134	Burraphore-lane	150	50
Kidman's-lane	72	24	Grantham-lane	129	43
Day's-terrace	78	26	Chisholm-lane.....	141	47
Ithaca Road	192	64	Smith-street	69	23
Darling Point	999	333	Brougham-street.....	105	35
William-street, Surry Hills	183	61	Victoria-street	51	17
Post Office (for fire supply)	126	42	West-street	87	29
Glenmore Road, Paddington.....	186	62	Talfour-lane, Glebe	84	28
			Total.....	1,788	596

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 30 June, 1872.

Receipts.			Disbursements.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by Union Bank, 1 January, 1872		4,400 0 4	Balance due to Colonial Government, 1 January, 1872	200,000 0 0	
From Sewerage Rate	1,143 4 0		Debentures outstanding	152,300 0 0	352,300 0 0
Interest and Premium on sale of Debentures	1,401 15 11		General Sewerage Works of the City	1,526 9 6	
Miscellaneous Receipts	200 0 0	2,744 19 11	Salaries of Officers	469 16 7	
Balance due to Colonial Government, 30 June, 1872	200,000 0 0		Interest	4,657 1 2	
Debentures outstanding	168,600 0 0	368,600 0 0	Incidental Expenses	3 11 4	6,656 18 7
		£375,745 0 3	Balance due by Union Bank, 30 June, 1872		16,788 1 8
					£375,745 0 3

Audited and found correct,—

J. G. O'CONNOR, } City Auditors.
R. A. TAYLOR, }

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 30 June, 1872.

Receipts.			Disbursements.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance due by Union Bank, 1 January, 1872		1,029 18 5	Balance due to Colonial Government, 1 January, 1872	213,337 19 3	
From Water laid on to houses, &c. ..	16,781 14 9		Debentures outstanding	78,200 0 0	291,537 19 3
Miscellaneous Receipts	235 2 5		General Works of the City	3,585 2 7	
Premium and Interest on sale of Debentures	718 0 6	17,734 17 8	Botany Works	5,187 10 9	
Balance due to Colonial Government, 30 June, 1872	213,337 19 3		Salaries of Officers	1,473 3 3	
Debentures outstanding	84,100 0 0	297,437 19 3	Office Expenses	294 17 7	
		£316,202 15 4	Interest	2,482 0 4	
			Incidental Expenses	31 5 0	13,053 19 6
			Balance due by the Union Bank, 30 June, 1872		11,610 16 7
					£316,202 15 4

Audited and found correct,—

J. G. O'CONNOR, } City Auditors.
R. A. TAYLOR, }

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 31 December, 1872.

Receipts.			Disbursements.				
	£	s.	d.		£	s.	d.
Balance due by Union Bank, 1 July, 1872				Balance due to Colonial Government, 1 July, 1872	200,000	0	0
			16,788	1	168,600	0	0
From Sewerage Rate	215	5	6	Debentures outstanding			368,600
Interest and Premium on sale of Debentures	777	15	7				
Interest on Bank Balance	303	18	0	General Sewerage Works of the City	2,207	16	4
			1,296	Salaries of Officers	475	16	8
				Interest	10,058	0	0
Balance due to Colonial Government	200,000	0	0	Sinking Fund... ..	2,000	0	0
Debentures outstanding	171,000	0	0	Balance due by Union Bank, 31 Dec., 1872			14,741
			371,000				13
							0
			£389,085				5,743
			0				7
			0				9
							£389,085
							0
							0

Audited and found correct,—

J. G. O'CONNOR, } City Auditors.
R. A. TAYLOR, }

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, 1872.

Receipts.			Disbursements.				
	£	s.	d.		£	s.	d.
Balance due by Union Bank, 1 July, 1872				Balance due to Colonial Government, 1 July, 1872	213,337	19	3
			11,610	16	84,100	0	0
From Water laid on to houses, &c.	17,102	19	4	Debentures outstanding			297,437
Miscellaneous Receipts	1,788	12	7				
Premium and Interest on sale of Debentures	826	14	9	General Works of the City	9,278	3	7
Interest on Bank Balance	482	16	1	Botany Works	4,931	13	0
			20,201	Salaries of Officers	1,477	19	5
				Office Expenses	297	12	2
Balance due to Colonial Government	213,337	19	3	Interest	7,523	0	0
Debentures outstanding	95,600	0	0	Balance due by Union Bank, 31 Dec., 1872			23,508
			308,937				8
							2
			£340,749				19,803
			18				11
			7				2
							£340,749
							18
							7

Audited and found correct,—

J. G. O'CONNOR, } City Auditors.
R. A. TAYLOR, }

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SEWERAGE AND WATER SUPPLY.

(LANDS GRANTED TO THE MUNICIPAL COUNCIL OF THE CITY OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 24 April, 1873.

RETURN to an *Order*, made by the Honorable the Legislative Assembly of New South Wales, dated 21 December, 1871, That there be added to the Return ordered by this House on the 18th April last, referring to Sewerage and Water Supply,—

“ A Statement showing the situation and approximate area and value, on
 “ the 1st January last, of all landed property, either within or without the
 “ City, which has been granted or otherwise handed over by the Govern-
 “ ment to the Municipal Council of Sydney ; also, the terms on which, and
 “ the purposes for which, such lands are held by the Corporation.”

(Mr. Farnell, on behalf of Mr. Tunks.)

SEWERAGE AND WATER SUPPLY.

STATEMENT showing the situation and approximate area and value, on the 1st January, 1871, of all landed property, either within or without the City, which has been granted or otherwise handed over by the Government to the Municipal Council of Sydney; also, the terms on which, and the purposes for which such lands are held by the Corporation.

Situation.	Approximate Area.			Purposes.	Approximate Value, 21st January, 1871.		
	a.	r.	p.		£	s.	d.
Charlotte-place	0	2	37 $\frac{3}{4}$	Public Recreation ...	3,000	0	0
Kent-street North	1	1	39	Dedicated as a site for Ferry and Public Landing-place	6,500	0	0
Between Argyle-place and Argyle-street ...	0	0	33	Public Recreation ...	500	0	0
Domain	2	0	30	Public Baths	8,000	0	0
Do.	1	1	25	Public Baths for Females	3,500	0	0
Dawes Point ... ..	.....	.....	.....	Public Baths, Steam Ferry, and Public Landing-place	1,300	0	0
Prince Alfred Park (Cleveland Estate) ...	18	3	0	Public Recreation ...	25,000	0	0
Bent-street	1	3	39	Town Hall	10,000	0	0
Do.	0	0	22	Recreation			
Macquarie-place	0	1	21	Health and Recreation ...	2,500	0	0
Bent-street, opposite Australian Club ...	0	0	6 $\frac{1}{2}$	Public Recreation ...	350	0	0
Corner of Burton and Victoria Streets ...	0	1	14	do.	800	0	0
George-street, next Cathedral	2	0	30	Town Hall	20,000	0	0
Intersection of Campbell and Hay with George and Pitt Streets	1	2	29	Hay and Corn Market ...	15,000	0	0
Intersection of Campbell and Hay with Pitt and Castlereagh Streets	1	2	13	Additional to above ...	7,000	0	0
Hay-street	0	0	23 $\frac{9}{16}$	Market purposes	2,000	0	0
George-street ... { On plan	1	0	8	} Market	40,000	0	0
... { In description	1	0	3				
Between Barrack Road, Pitt, Hay, and Elizabeth Streets	10	0	0	Public Recreation ...	12,000	0	0
Junction of Kensington-street and Botany Road	0	0	15 $\frac{1}{2}$	Public Water Fountain ...	500	0	0
Sussex-street	0	0	13	Sewerage Reserve	400	0	0
Market-street	1	0	0	Market Wharf	10,000	0	0
Do.	0	1	37	do.	2,500	0	0
Lime-street	0	0	24 $\frac{3}{4}$	Wharf	1,700	0	0
Do.	0	1	19	Addition to Wharf ...	4,500	0	0
South side of Old South Head Road, near Victoria Barracks—Moore Park ...	490	0	0	Sydney Common—Public Recreation	122,500	0	0
South side of Old South Head Road, near Victoria Barracks, towards Waverley and Randwick	768	0	0	Water Reserve	59,520	0	0
Field of Mars	18	0	0	Blue Metal Quarry ...	500	0	0

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SYDNEY SEWERAGE ACT AMENDMENT BILL.
(PETITION AGAINST PASSING OF—H. C. BURNELL, CHAIRMAN OF MEETING OF RATEPAYERS OF
THE CITY OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 18 March, 1873.

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

The Petition of the ratepayers of the City of Sydney,—

HUMBLY SHOWETH:—

That your Petitioners are made aware, by means of the public press, that a Bill is now before your Honorable House to amend the present Sewerage Act.

Your Petitioners would therefore respectfully beg to state that it is highly undesirable and unnecessary to amend this Act, for the following reasons:—

Firstly. There is a general scheme of water supply and sewerage before the Government at the present time.

Secondly. The sewerage as hitherto carried on by the Municipal Council is inefficient, as witness the effect of the late rains.

Thirdly. The present rates if properly expended are sufficient for all Municipal purposes.

Your Petitioners therefore pray your Honorable House not to pass the Bill.

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

Signed by order of the Meeting, on their behalf,

H. C. BURNELL,
Chairman.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MUNICIPALITIES ACT OF 1867.

(PETITION PRAYING FOR AMENDMENT OF—MAYOR AND ALDERMEN OF THE MUNICIPALITY OF LIVERPOOL.)

Ordered by the Legislative Assembly to be printed, 26 March, 1873.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the Mayor and Aldermen of the Liverpool Municipality,—

HUMBLY SHOWETH:—

That your Petitioners, understanding that a Bill is before your Honorable House for the purpose of amending the Municipal Act of 1867, as to the mode of appointing the Mayor, pray your Honorable House may be pleased to further consider the advisability of amending the said Act generally; as the decisions of Judges, and the copious notes appended by Mr. St. Julian, show that the said Act is defective in many respects.

Your Petitioners pray your Honorable House may be pleased to take the said premises into consideration, and will, in duty bound, ever pray, &c.

[*Here follow 8 Signatures.*]

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MARKETS AMENDMENT BILL.

(PETITION AGAINST—GREENGROCERS, DEALERS, AND CITIZENS OF THE CITY OF SYDNEY.)

Ordered by the Legislative Assembly to be printed, 23 April, 1873.

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

The humble Petition of the undersigned Greengrocers, Dealers, and Citizens of the City of Sydney,—

RESPECTFULLY SHOWETH:—

That a large number of your Petitioners are retail dealers in vegetables, garden produce, and other edibles.

That your Petitioners, in the above paragraph mentioned, obtain a subsistence for themselves and their families, by (in some cases) keeping shops for the sale of vegetables and fruit, and by carrying the above-mentioned goods in carts and other vehicles about the streets of the city, for sale to the customers of your Petitioners; and that by this means, the commodities above mentioned are brought to the doors of the citizens of Sydney, who in many instances reside at great distances from the markets, or from greengrocers' shops, and who would otherwise be unable, except with great trouble and loss of time, and at greater cost and expense, to obtain the goods above mentioned.

That your Petitioners have observed that "A Bill to extend the powers of the Municipal Council of Sydney with respect to the Sydney Markets" has been introduced into, and read a first time in your Honorable House.

That the object proposed by the second clause of the said Bill is apparently to enable the Corporation of the City of Sydney to prohibit the sale of any of the articles in the said Bill mentioned, in any of the streets of the City of Sydney, unless upon payment of such fees as the said Corporation of the City of Sydney may appoint; and that the said Corporation may make By-laws, whereby any person who shall sell any of the said articles without license shall be liable to pay a penalty, the amount whereof is left entirely at the discretion of the said Corporation.

That the third clause of the said Bill (in twenty-fifth and following lines thereof) provides that, until such By-laws as aforesaid may be made, the By-laws made and passed by the Municipal Council of Sydney, on the ninth day of September, in the year of our Lord one thousand eight hundred and seventy-two, for regulating the Markets of the City of Sydney, shall be in full force and effect.

That on or about the twenty-first day of March last, James Hunt, one of your Petitioners, was convicted at the Water Police Court, Sydney, and fined twenty shillings with costs, and in default of payment thereof, levy and distress was ordered to be made of his goods and effects, and in default of there being sufficient goods he was ordered to be imprisoned seven days, for selling potatoes from a cart in Woolloomooloo-street, not being in the markets or open spaces adjoining, or the house, shop, or premises of the said James Hunt, without having paid the dues thereon, contrary to the By-law in that case made and provided.

That the By-law lastly above referred to is the fifty-second of the said By-laws of the ninth day of September, one thousand eight hundred and seventy-two, whereby no person was allowed to sell vegetables from a cart, except upon payment of four shillings per week, or ten pounds eight shillings per annum, to the said Corporation.

That the said James Hunt applied to the Supreme Court of New South Wales for a writ of prohibition, restraining the Magistrate who decided the said case, the complainant (who was the Clerk of the Markets), and the Municipal Corporation of the City of Sydney, from further proceeding in respect to the said conviction; and on the twenty-ninth day of the said month of March the said conviction was set aside, and a prohibition unanimously granted by the sitting Judges of the said Supreme Court: the said Judges deciding that the said fifty-second of the said By-laws was *ultra vires* and illegal, and that the said Municipal Corporation had no power or authority to pass or make any By-laws restraining the sale of goods outside the Markets.

That by the said Bill now before your Honorable House, it is proposed to make the said By-law valid, which the said Supreme Court has declared to be invalid.

That all the garden and other produce sold by your Petitioners as aforesaid are purchased in the Sydney Markets, from the wholesale dealers and growers, who, before they are allowed to sell the same, have to pay certain dues and fees to the said Corporation; and your Petitioners respectfully submit that the object of the said Bill, and of the said By-laws, is to make the same articles liable to two duties, namely—one to be paid by the growers and wholesale dealers, and the other by those of your Petitioners who are retail dealers.

That your Petitioners respectfully submit that, inasmuch as grocers, bakers, wood and coal merchants, and many others, are not in any way restricted in the sale and delivery of their goods, so the retail dealers aforesaid should not, under the above circumstances, be restricted in the sale by them of what are necessary articles of consumption, and that the free sale by them of such articles, which are brought to the doors of their customers in all weathers, would be a great public benefit.

Your Petitioners therefore humbly pray that, inasmuch as the effect of the said Bill passing into law would be to enable the said Municipal Corporation of Sydney to tax a particular class only, that (except the first clause of the said Bill) your Honorable House will not pass the said Bill or enact the same, and that your Honorable House will grant to your Petitioners such relief as to your Honorable House may seem meet.

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

[Here follow 351 Signatures.]

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF KIAMA—BY-LAWS FOR FREE LIBRARY.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 22nd August, 1872.

BOROUGH OF KIAMA.—BY-LAWS FOR FREE LIBRARY.

THE following By-laws made by the Council of the Borough of Kiama, for regulating the Free Library established 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.

HENRY PARKES.

BOROUGH OF KIAMA.

BY-LAWS FOR REGULATING THE KIAMA FREE CIRCULATING LIBRARY.

1. The books received by the Kiama Municipal Council from the Kiama School of Arts, shall constitute a circulating library, to be called "The Kiama Free Circulating Library," which shall be under the control and management of the Municipal Council.
2. The Council shall appoint a Librarian, who shall make out and keep a catalogue of all books in the Library.
3. It shall be the duty of the Librarian to be in attendance at the Library between the hours of 12 noon and 2 P.M. on every day on which municipal business may be legally transacted, to issue and receive books.
4. The Librarian shall keep a book in which he shall enter the name and number of every book issued, the name of the person taking the book, the date on which it was issued, and also the date on which the book was returned to the Library.
5. The persons who shall be at liberty to use the Library shall be every householder residing within the limits of the Borough of Kiama.
6. Not more than one volume shall be issued to any person at one time, nor shall any person be allowed to take a book from the Library until he shall have returned any book or books he or she may have previously taken out: Provided that in cases where six members of a household are known to be able to read, it shall be competent for the Librarian to issue three volumes (if applied for) to the members of such household.

7. The period for which any book may be kept shall be one month, under a penalty or fine of three-pence per week for every week that such book may be kept beyond that time.

8. Any book or books lost or damaged by any person shall be replaced at his or her expense within one month, and in default the person or persons so offending may be sued for the value of such book or books by the officer in charge of the Library.

9. Any person in a state of intoxication applying for a book shall not be entitled to receive one.

10. Any person behaving in a disorderly manner while in the Library or on the premises, or damaging any property in such Library, shall for every such offence be liable to a fine of not less than five shillings, and shall replace the damaged property.

11. All fines and penalties incurred under these By-laws may be recovered in a summary way before any two Justices in Petty Sessions, and such fines so recovered shall be paid over to the Treasurer of the Municipal Council, together with costs, within seven days, and may be applied to defray the working expenses of the Library. And in default of such payment being made, the amount may be recovered by levy and distress on the goods and chattels of the persons so defaulting.

Made and passed by the Kiama Municipal Council, this
9th July, 1872.

JOSEPH PIKE, Mayor.

JAMES SOMERVILLE, Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF KIAMA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 20th August, 1872.

BOROUGH OF KIAMA.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of Kiama, for the preservation of public health, the removal of offensive and unwholesome matter, the care and management of the public thoroughfares within the Municipality, for the general good government of the same, for the care and management of the public streets in the Town of Kiama and the Village of Jamberoo, and also the wharfs, jetties, piers, public thoroughfares, and cemeteries in the Borough, for regulating the slaughtering of cattle, for preventing cattle, &c., from straying on the roads and streets of the Borough, and for regulating the signing of cheques and levying for rates by warrant of distress, 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.

HENRY PARKES.

BOROUGH OF KIAMA.

BY-LAWS.

BY-LAWS for the preservation of public health, the removal of offensive and unwholesome matter, and the care and management of the public thoroughfares within the Borough of Kiama, and for the general good government of the same.

1. If any person shall throw, deposit, place, or leave, or permit or suffer to run or flow any night-soil, offal, putrid meat, or fish, or entrails of fish, carrion, dead animals, blood, dung, manure, oyster-shells, bones, broken glass, earthenware or china, cut or broken pieces of tin, zinc, hoop-iron, or sheet-iron, dust, ashes, refuse of fruit or vegetables, or other offensive or dangerous matter or thing, or earth thrown out from excavations, into or upon any public thoroughfare, court, market, wharf, highway, or reserve within the said Borough, or into any drain, channel, sink, creek, or watercourse,—or shall allow any such, or any deleterious matter or thing, whereby the health and safety of the inhabitants might be endangered, to accumulate or remain upon any private premises, land, or property within the said Borough,—every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay a fine or sum not exceeding five pounds nor less than forty shillings: Provided always that in cases of necessity the Council may grant licenses to applicants to use in certain places such matters otherwise offensive as may be required for building, manufacturing, or other purposes, for a limited time or from time to time, as the Council may deem for the public good.

2. If any person shall permit or suffer to be at large, in any public thoroughfare, street, market, wharf, highway, or reserve within the said Borough, any ferocious dog or bitch not being muzzled,—or if any person shall, after public notice given by the Mayor or his deputy, directing dogs to be confined on suspicion of canine madness, permit or suffer any dog or bitch to go at large,—or if any dog or bitch otherwise quiet shall at any time run after and annoy any person on foot or on horseback, or riding in any vehicle, so as to cause alarm and danger,—then the owner of such dog or bitch shall for such offence forfeit and pay the fine or sum of five shillings, and for a second offence shall forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

3. If any person shall ride or drive any horse, mare, or other animal, or leave or suffer to remain any horse or other animal, or wheelbarrow, dray, cart, waggon, gig, truck, or any other carriage or vehicle, drawn by horse, mule, bullock, or other animal, on or along any footway in the public thoroughfares of the said Borough, every person so offending shall for such offence forfeit and pay the fine or sum of five shillings, and for every subsequent offence shall forfeit and pay the fine or sum of ten shillings.

4. If any person shall leave, or suffer to remain, any wheelbarrow, dray, cart, gig, truck, or other carriage or vehicle, drawn by horse, mule, bullock, or other animal, in any thoroughfare, court, market, or highway, in any town or village within the said Borough, for any longer time than may be necessary for transacting business,—or if any such carriage or vehicle as aforesaid, with draught animal or animals attached, shall be left standing without being in charge of a person competent to control and manage the same,—the owner or user thereof shall forfeit and pay the fine or sum of five shillings for the first offence, and the fine or sum of ten shillings for the second offence, and the fine or sum of twenty shillings for the third and every subsequent offence.

5. If any person shall draw any timber, stone, or other heavy material on or along any road, street, or highway maintained at the cost, or being under the control and management of the Municipal Council, without the said articles being placed upon or suspended from a wheeled carriage proper for the purpose,—or shall lock or cause to be locked the wheel or wheels of any timber-carriage, dray, or other vehicle,—every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for the second offence shall forfeit and pay the fine or sum of twenty shillings, and for every subsequent offence shall forfeit and pay the fine or sum of five pounds.

6. If any person shall in any street, public thoroughfare, court, market, wharf, highway, or reserve within the said Borough, sell, or show, or offer or expose for sale or hire, any horse, mare, foal, gelding, or filly, bull, cow, heifer, mule, sheep, goat, swine, or other animal,—or place any caravan containing any animal for show, or any other show,—or shall otherwise exhibit any public show except in such places as shall be allowed for such purposes by the Mayor or his deputy,—every person so offending shall for such offence forfeit and pay the fine or sum of five shillings, and for a second offence shall

forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

7. If any person shall cut or fall, or remove or destroy any standing timber or brush, in or upon any street, thoroughfare, court, market, highway, or reserve, within the said Borough, without the permission of the Mayor or his deputy, every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

8. If any person riding or driving any horse, or driving any horse, mule, or other animal harnessed to any dray, cart, waggon, gig, truck, or other carriage or vehicle, shall, within the said Borough, ride or drive the same furiously, or so as to create alarm and danger to the public, or to endanger the safety of any person on any public thoroughfare in the said Borough, every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for a second offence shall forfeit and pay the fine or sum of twenty shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

9. If any person or persons shall fence across, or fence in, or in any way obstruct any public street, or road, thoroughfare, or highway within the said Borough, such person or persons so offending shall upon conviction forfeit and pay a fine or sum of not less than two pounds nor more than five pounds for every such offence.

BY-LAWS for the care and management of the public streets in the Town of Kiama and the Village of Jamberoo, and also the wharfs, jetties, piers, public thoroughfares and cemeteries in the Borough of Kiama.

1. Any person trespassing by erecting a fence on any public street, thoroughfare, or lane, in either the town or village aforesaid, shall for every such offence forfeit and pay a sum not less than forty shillings nor exceeding ten pounds. And any person having any fence or other obstruction erected or placed on any street, road, or by-way in any part of the said Borough, shall be compelled to remove the same within three months after notice to that effect has been duly served on the parties so offending, who will be subject to the fine or penalty of five pounds for every week that such fence or obstruction may remain after the expiration of the time stated in such notice.

2. Any person encroaching upon any public street, thoroughfare or lane, in either the said town or village, by erecting or causing to be erected any house or other building in whole or any part thereof, shall for every such offence forfeit and pay a sum not less than ten pounds nor exceeding twenty pounds; and in the event of such obstruction being permitted to remain one month after such conviction and notice to remove the same, a further fine or penalty of one pound each day shall be inflicted whilst such obstruction remains, agreeably with the provisions of 2nd Victoria, No. 2, section 43; and such obstruction or obstructions may be removed by the Mayor or his deputy, at the cost of the party or parties so offending.

3. Any person trespassing upon any cemetery or public burying ground within the said Borough, by falling or removing timber, or depasturing cattle, horses, sheep, or swine therein, or by destroying or removing any gate or fence belonging to said cemetery or public burying ground, shall for every such offence forfeit and pay a sum not less than forty shillings nor exceeding ten pounds.

4. No dray, cart, or other vehicle drawn by draught animal or animals shall be allowed to remain on the wharf longer than the time actually occupied in loading or unloading; and no such vehicle shall at any time be left upon the wharf or entrance thereto, unless in charge of a person competent to manage the same. The Municipal Council to have power to regulate the mode of entering and leaving the wharf, and of conducting the business thereon.

5. No goods, merchandise, produce, or live stock, shall be allowed on the wharf for any longer time than may be necessary to ship, store, or cart away the same, and shall only be deposited

for such immediate intention upon such part of the wharf as shall be indicated by the Agent concerned as being the place appointed by the Mayor or his deputy.

6. No shells, lime, timber, stones, bricks, iron, or other building or bulky material, shall be allowed to remain on the wharf for more than two clear days after being landed.

7. No buoys, chains, anchors, ropes, or boats, shall be allowed to remain on the wharf, except such as may be in immediate use.

8. All empty cases, kegs, casks, boxes, fowl-coops, and crates, shall be kept in such places as may be set aside for their reception.

9. Any person or persons offending against these By-laws, or against any one or against any part of any one thereof, to which no penalty has been attached, shall for the first offence forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings; and it shall be lawful for any person indicting under these By-laws to proceed, primarily, against the servant or agent in charge of the property on account of which the offence is committed; or, secondarily, against the owner or proprietor, or the Chairman or Director of the Company in whom or which the property may be vested.

10. All fines or penalties imposed by authority of any of the By-laws passed by the Council of the said Borough shall be paid over to the Treasurer, and shall be appropriated as said Council shall direct.

11. Where a fine or penalty has been imposed under any of these By-laws, without any express provision for the payment of costs, the convicting Justices shall, in all such cases, together with the fine or penalty, adjudge and order the payment of costs of suit.

BY-LAWS to regulate the slaughtering of cattle—to prevent cattle and other animals from straying on the roads and streets of the Borough—to regulate the signing of cheques and levying for rates by warrant of distress.

1. No slaughterhouse, or place for slaughtering cattle, sheep, and swine, shall be allowed within one hundred yards of any public road or street in the Borough of Kiama; and any person or persons using any premises as a place for slaughtering cattle, sheep, or swine, being situated within the distance of one hundred yards of any public road or street within the Borough, shall upon conviction forfeit and pay for each and every such offence a fine or sum not exceeding five pounds nor less than ten shillings, with costs of suit.

2. Any person who shall suffer any kind of cattle, horse, mule, swine, sheep, or goats, belonging to him or her, or under his or her charge, to depasture, stray, go about, or to be tethered in or on any street, road, or public place within the said Borough, shall forfeit and pay in respect of every such offence any sum not exceeding two pounds nor less than five shillings.

3. All payments ordered to be made by the Council shall be by cheques, and such cheques shall be signed by the Mayor or Chairman *pro tem.*, and countersigned by the Town Clerk, and by one Alderman nominated by the Council for that purpose.

4. It shall be the duty of the Mayor of the Borough, upon proof having been given to him of the due service of notice upon each and every defaulting person, or ratepayer in default of payment of rates, to issue distress warrants against all such defaulters within one month after such default shall have occurred, and shall have been reported to him, and to cause such warrants to be enforced by distress and sale of the goods and chattels of such defaulters, for recovery of the rates due, with costs.

Made and passed by the Municipal Council of Kiama, this twenty-fifth day of June, in the year of our Lord one thousand eight hundred and seventy-two.

(L.S.) JOSEPH PIKE, Mayor.

By order of the Council,

JAMES SOMERVILLE, Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF FIVE DOCK.—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 27th August, 1872.

THE following By-laws, made by the Council of the Municipal District of Five Dock, for regulating their own proceedings, and the duties of the officers and servants of the Council—for the collection and enforcement of rates—in relation to roads and streets and encroachments thereon, and to offences and nuisances—and for the general good rule and government of the Municipality—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.

HENRY PARKES.

By-LAWS of the Municipality of Five Dock, passed by Council,
25th March, 1872.

REGULATION OF PROCEEDINGS.

Days of ordinary meeting.

1. The Council shall meet on the second Monday in every month, at eight o'clock in the evening, or at such other day and hour as may, by resolution of the Council, be from time to time appointed.

Course of procedure.

2. The following shall be the course of procedure at such meetings:—

- 1st. The reading and confirmation of the minutes of the proceedings of previous meetings.
- 2nd. Statement of accounts showing the moneys received and paid since last meeting, with the balance in the Bank.
- 3rd. The presentation of reports and petitions.
- 4th. The reading of correspondence.
- 5th. Motions.
- 6th. Such other business as may lawfully be brought before the Council.

Petitions.

3. All petitions shall be received as the petitions of the persons signing the same only; and it shall be incumbent on any Alderman presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable.

Petitions and correspondence may be dealt with without previous notice.

4. The Council may at any meeting resolve, without previous notice, that any petition be received, and that the same or any correspondence read be referred to a Committee.

Mayor to preserve order.

5. The Mayor shall preserve order, and may at any time call to order any Alderman who may appear to him to be out of order.

Calls to order.

6. Any Alderman may at any time call the attention of the Mayor to any Alderman being out of order, or to any other point of order.

Mayor's decision on points of order final.

7. Every point of order shall be taken into consideration immediately on its arising, and the decision of the Mayor thereon shall be conclusive.

Mayor may take part in proceedings.

8. The Mayor may take part in all the proceedings of the Council.

Questions put by Mayor.

9. The Mayor shall put all questions, first in the affirmative and then in the negative, and may do so as often as may be necessary to enable him to determine the sense of the Council thereon, and thereupon he shall declare his decision, which shall be final.

Mayor to decide as to pre-audience of Aldermen.

10. If two or more Aldermen rise to speak at the same time, the Mayor shall decide which of them shall be entitled to pre-audience.

No Alderman to speak twice on same question or amendment, except in Committee.

11. No Alderman shall speak twice on the same question, unless in Committee, or in explanation when he shall have been misrepresented or misunderstood: Provided that any Alderman, although having previously spoken, may speak once on every amendment, and that the mover of every question shall always have the right of final reply.

No Alderman to make personal reflections.

12. No Alderman shall digress from the matter under discussion, or make personal reflections on, or impute motives to, any other Alderman.

No Alderman to speak for more than fifteen minutes.

13. No Alderman shall speak upon any motion or amendment for a longer period than fifteen minutes, without the consent of the Council.

Aldermen using offensive expressions to apologize.

14. When any Alderman shall make use of any language or expression offensive, or capable of being applied offensively to any other Alderman, the Alderman offending shall be required

by the Mayor, or if in Committee by the Chairman, to withdraw such language or expression, and to make an apology satisfactory to the Council.

Debate may be adjourned.

15. A debate may be adjourned to a later hour of the same day or to another day.

Alderman adjourning debate entitled to precedence on resumption.

16. The Alderman upon whose motion any debate shall be adjourned shall be entitled to precedence on resumption of the debate.

Any Alderman may divide the Council, &c.

17. It shall be competent for any Alderman to divide the Council on any question, both in full Council and in Committee of the Whole Council, and upon such division those who are upon the affirmative side shall seat or range themselves on the right hand of the Mayor, and those who are on the negative side shall seat or range themselves on his left hand, and no Alderman shall leave his seat or place till the names of the Aldermen and how voting shall have been taken down by the Council Clerk or person officiating for him; and in all divisions every Alderman present shall be compelled to vote.

Divisions to be entered on minutes.

18. All divisions of the Council shall be entered on the minutes of the proceedings.

Questions to be read when required.

19. Any Alderman may require the question or matter under discussion to be read for his information, and upon such request the question or matter aforesaid shall be read.

How amendments to be put.

20. Any number of amendments may be proposed on a motion before the Council; and when more than one amendment shall have been moved and seconded, the question shall first be put on the last amendment, and then on the next preceding the last, and so on in inverse order to that in which they shall have been moved, unless when such motion or amendment shall relate to the fixing of salaries, rates, or other matters of finance, in which case the lowest sum shall be put first, then the next lowest, and so on to the highest.

Motions must be seconded.

21. No notice shall be taken by the Mayor of any motion unless it be seconded.

Motions to be in writing and not withdrawn without leave.

22. The Council Clerk shall put every motion into writing, which shall be signed by the mover; and every motion when seconded and read by the Clerk shall be considered the property of the Council, and shall not be withdrawn without leave of the Council.

Council Clerk to give notice of Committee meetings.

23. 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.

Motions and amendments.

24. If the proposer of any motion be absent when the same is called on in order, and has not deputed any member to take charge of it for him, such motion shall be struck off the business paper.

Rules observed in Committee of the Whole, &c.

25. 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.

Report of Committee to be signed by Chairman.

26. Every report of a Committee shall be signed by the Chairman thereof.

PROCEEDINGS.

By-laws may be suspended on emergency.

27. Any of these by-laws relating to or affecting proceedings at meetings of the Council may be suspended *pro tem.* in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

Treasurer's accounts to be laid before Council.

28. The Treasurer's accounts shall be laid before the Council once in each month, or oftener if required by the Council.

PROTECTION OF FUNDS AND RECORDS.

Officer of Council may not be surety.

29. In cases where security is required by the Municipalities Act, it shall not be competent for the Council to accept as surety any of its members, nor any person holding office under the Council.

Expense of proposed works to be first ascertained.—Accounts to be examined by Finance Committee.

30. No work affecting the funds of the Municipality shall be undertaken until the probable expense thereof shall have been previously ascertained by the Council; and all accounts to be paid by the Council shall be examined by a Finance Committee and reported on by them before any warrant shall be issued for the payment thereof.

Records, &c., to be kept private.

31. Excepting as otherwise provided by law, if any person, being a member or officer of the said Council, shall, without permission of the Council first had and obtained, show, lay open, or expose any of the books, papers, or records, he shall on conviction thereof forfeit and pay a penalty of not less than five shillings nor more than forty shillings, and on every subsequent conviction a penalty of not less than twenty shillings.

Custody of records, seal, &c.

32. The common seal and all charters, deeds, muniments, papers, and records of the Council shall be kept in the Council Chambers or office of the Council, in the custody of the Council Clerk, unless the Council shall otherwise order for any purpose. And the common seal shall not be used, except at a meeting of the Council and with the signatures of the Mayor and Council Clerk.

Records, &c., not to be defaced or altered.

33. Any person, being a member or officer of the said Council, 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 twenty pounds nor less than five pounds, and upon every subsequent conviction a penalty of not less than ten pounds.

Nor removed.

34. Any person, being a member or officer of the said Council, who removes or attempts to remove any such seal, charter, deed, muniment, paper, or record from the Council Chamber, without leave from the Council first had and obtained, shall on conviction thereof forfeit and pay a penalty of not more than twenty pounds nor less than two pounds, and for every subsequent offence a penalty of not less than two pounds.

LEVYING RATES, &c.

Due dates for rates.—Defaulters.

35. The rates and taxes levied by the Council shall be held to be due and payable on such day or days as the Council shall by resolution from time to time appoint. Every person not paying his or her rates and taxes at the office of the Council or to the Council Clerk or other proper officer of the Council, within thirty days after any of the days so appointed for payment thereof, shall be deemed a defaulter: Provided that due notice of such rate shall have been given in manner as required by the Municipalities Act of 1867.

Council Clerk to furnish List of Defaulters.

36. It shall be the duty of the Council Clerk to furnish the Mayor and Council, or any Committee, as directed, with lists of all persons so in default.

Mayor to issue distress warrants.

37. 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, as by resolution of Council from time to time directed.

How distresses to be made.

38. All levies and distresses shall be made under warrant, signed by the Mayor; and all proceedings under or in respect of such distresses and warrants, and the sale of goods levied upon by virtue thereof, shall be the same as in distresses for rent under a lease or demise.

Roads and streets, and encroachments thereon, &c.—Who to mark out roads, &c.

39. The Surveyor of the Municipality, or other officer or person duly authorized by the Council in that behalf, shall be the proper officer for marking 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 the 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 footways in such roads, streets, lanes, or 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 carriageway and twelve feet for the footway 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.

No encroachment allowed on streets, &c.

40. 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 said Municipality shall be observed, and that no encroachment shall be made thereon, it shall not be lawful for any person, unless for any temporary or other purpose permitted by the Council, to erect or put up any building, erection, obstruction, fence, or enclosure, or 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 of the Municipality 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 in writing of the Council first obtained. And in default of the same, the person so offending shall forfeit and pay for every such offence a sum of not exceeding five pounds nor less than two pounds, and on every successive conviction for a similar offence shall forfeit and pay a penalty of not less than three pounds.

Footways may be levelled.

41. When any footway shall have been marked out in manner hereinbefore directed, the Surveyor 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 footway, or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for any of the said footways.

Encroachments must be removed on notice.

42. The Surveyor or other such officer or person may at any time, on the order of the Council, and upon due notice of thirty days, direct the removal of any building, fence, or other obstruction or encroachment in and upon any road, street, lane, or thoroughfare under the charge of the Council. Notice shall in this case be served either personally or at the usual or last known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same or caused it to be erected.

43. In any case where, after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing the same shall not remove it within a reasonable time, it shall be lawful for the Council to direct the removal of the same under the superintendence of its own proper officer, and at the cost of the person so offending, provided that the expenses thereby incurred shall in no case exceed the sum of ten pounds, or at the Council's option to proceed against the offender for breach of by-law, the penalty not to exceed twenty-five pounds nor be less than one pound; and in every case of successive offence the penalty on conviction not to be less than five pounds.

Or may proceed by action.

44. In every case where the obstruction or encroachment cannot be removed unless at a greater cost than ten pounds, it shall be open to the Council either to direct such removal and to pay all the costs thereof above ten pounds from the funds of the Council, or to proceed by action of trespass against the person causing such obstruction or encroachment, or to proceed as for breach of such by-laws as aforesaid.

To apply also to obstructions by digging, &c.

45. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation; and any person who shall wilfully obstruct or interfere with the Surveyor or other officer as aforesaid, or any person acting for or under him, or either of them, in the exercise of any of the duties or powers by these by-laws imposed or cast on the said Surveyor or officer, shall on conviction forfeit and pay a penalty of not less than two pounds nor more than twenty pounds.

Offences, nuisances.—General good order of Municipality, &c.

46. No person shall be at liberty to enter upon any road, street, or lane within the Municipality, for the purpose of opening any drain or sewer, or to remove any stone, sand, gravel, or turf, or to cut down trees thereon, without leave being first obtained from the Council or their proper officer; and any person who shall offend against this by-law shall pay a sum not exceeding five pounds.

47. Any person who shall ride any horse, or shall drive any horse or other animal harnessed to any carriage, cart, dray, gig, omnibus, or any vehicle, furiously on any road or street or lane

within the Municipality, so as to create alarm, or so as to endanger the safety of any person or any property in any public thoroughfare, shall for every such offence pay a penalty not exceeding five pounds.

As to damaging public buildings, &c.

48. Any person who shall damage any public building, wall, parapet, sluice, bridge, road, street, sewer, water-course, or other property of the Municipality, shall pay the cost of repairing the same, and if the same be wilfully done shall also forfeit and pay a sum not exceeding twenty pounds nor less than five pounds: Provided that such cost and penalty shall not exceed in the whole the sum of fifty pounds.

Throwing filth on carriage-ways, &c.

49. If any person shall, in any street, road, or lane, 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 carriageway or footway of any such street or road,—or shall kill, slaughter, dress, scald, or cut up any, beast, swine, calf, sheep, lamb, or other cattle, in or near to any of the said streets or roads as that any blood or filth shall run or flow upon or over or be upon 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 footways of any street or road, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow or truck, or any cask,—or shall wilfully lead, drive or ride any horse or other beast upon any of the footways, in, upon, or abutting, or within twenty feet of any such road, street, or lane,—shall forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

Bathing prohibited within certain limits.

50. 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; and it shall be lawful for any constable to arrest any person who shall be found bathing contrary to the provisions hereof, and such person to convey before any Justice of the Peace, to be dealt with according to law.

Nuisance from closets, &c.

51. Upon representation by any respectable householder that the closets, drains, ashpits, grounds, or hog-sties 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; and if any such premises shall be found a nuisance, or otherwise offensive, notice in writing shall be given to the proprietor or resident of such premises, that if within forty-eight hours after the service of such notice the nuisance shall not be removed, the proprietor, tenant, or occupant of the aforesaid premises shall, upon conviction before any two Justices of the Peace, be liable to any penalty not exceeding twenty pounds.

Houses of ill-fame.

52. Upon the representation of any respectable ratepayer that any house or premises within the Municipality and near to the residence of such ratepayer, is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of the names, ages, sexes, and occupations of all the inmates of the said house or premises; and upon non-compliance with such request, or if upon consideration the said Committee consider the house to be one of ill-fame, they shall with the sanction of the Council declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice; and if such nuisance be not so abated, the holder of such house or premises, or any person resident or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds: And if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum of not less than five pounds nor more than fifty pounds; and if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house or other person residing or being therein as aforesaid shall for such third offence forfeit and pay any sum not less than ten pounds nor more than fifty pounds.

Throwing rubbish in water-course, &c.

53. Any person who shall cast any filth or rubbish into any public water-course, sewer, or canal, or shall obstruct or divert from its channel any such sewer, canal, or water-course, shall forfeit a sum not exceeding five pounds nor less than one pound, and shall in addition to any such forfeiture pay the cost of removing such filth or obstruction or of restoring such water-course or canal to its proper channel: Provided that such cost and penalty shall not together exceed the sum of fifty pounds.

Excavations to be protected by fence or wall.

54. It shall not be lawful for any person to make any quarry, excavation, or opening in the ground, on any premises within six feet of any public road or footpath within the limits of the Municipality, until the owner or occupier of the said property shall have erected a good substantial fence or wall at least four feet high around such parts of the said property as adjoin such public road or footpath; and any person neglecting or refusing to enclose any premises upon which any such quarry or excavation shall be made, shall forfeit and pay for every such offence a sum not exceeding five pounds nor less than ten shillings; and all existing quarries or excavations situated within the limits of this Municipality shall be enclosed and protected in the manner aforesaid within one month after due notice to that effect shall have been given by the Municipal Council; and in the event of the failure or neglect of the owner or occupier of any such last-mentioned premises to enclose the same after notice as aforesaid, such person so offending shall be subject to the penalty aforesaid.

Works and Contracts for same.

55. Tenders shall be called for all works undertaken by the Council upon such terms and subject to such conditions as to the Council may seem expedient; and no tender shall be entertained unless it be accompanied by an agreement signed by two or more responsible parties agreeing to become sureties for the due fulfilment of the contract if tender be accepted: Provided that this law shall not apply to any labourers employed by authority of the Council. Contractors shall with sufficient sureties give bonds to the Council for the due performance of their contracts in such sum as the Council shall fix.

56. The Mayor and any two Aldermen, or in the absence of the Mayor from the Municipality any three Aldermen, may in writing order any sum not exceeding ten pounds to be expended in repairing any public work under the control of the Council which may be suddenly damaged, provided that it shall appear to them that such repair cannot be delayed until the next sitting day of the Council; and they may appoint a proper person to execute such repairs: Provided always that the making of such order shall be reported at the next meeting of the Council; and provided also that not more than one such order shall be made between the termination of one meeting and the commencement of another.

Finally adopted by Council, this 8th April, 1872.

TIM. MAHER,

Mayor.

GEO. A. HEWETT,

Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF MUDGEES—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 23rd September, 1872.

BOROUGH OF MUDGEES.—BY-LAW.

THE following By-law, made by the Council of the Borough of Mudgee, altering the day for the Council's Meetings, 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.

HENRY PARKES.

THE Council shall meet for the dispatch of business at the Town Hall, at the hour of seven o'clock P.M. in the winter months, and eight o'clock in summer months, every alternate WEDNESDAY, unless such day shall happen to be a Public Holiday. In the latter case the meeting shall be held on such other day as the Mayor may appoint.

Made and passed by the Borough Council of Mudgee, on the 29th day of August, A.D. 1872,—

H. M. INNES, Town Clerk.
Town Hall, Mudgee.

GEO. D. LANE,
Mayor.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF INVERELL—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 16th October, 1872.

MUNICIPAL DISTRICT OF INVERELL.

BY-LAWS.

THE following By-laws made by the Council of the Municipal District of Inverell,—for regulating their own proceedings and the duties of the officers and servants of the Council—for the collection and enforcement of rates—for preventing and extinguishing fires—for licensing public vehicles—for licensing and regulating public exhibitions, &c.—relating to streets and public places—public health—decency, &c.—and to the good rule and government of the Municipality,—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.

HENRY PARKES.

PART I.

PROCEEDINGS OF THE COUNCIL AND COMMITTEES, DUTIES OF OFFICERS, SERVANTS, &C.

Ordinary Meetings.

1. The Council shall meet for the transaction of business on every alternate Monday, at 4 o'clock p.m., unless such day shall happen to be a public holiday. In the latter case the meeting shall be held on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor.

2. If at any meeting of the Council the Mayor be absent, at the expiration of fifteen minutes after the appointed time for holding such meeting, the Aldermen then present (being a quorum) shall proceed to elect from themselves a Chairman for such meeting.

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 signed by the Mayor or other Chairman. No discussion to be permitted on such minutes except as to whether they are correct.
- (2.) Correspondence to be read and orders made thereon if expedient.
- (3.) Petitions (if any) to be read and dealt with.
- (4.) Reports from Committees and minutes from the Mayor (if any) to be presented and orders made thereon.
- (5.) Questions as to 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 the 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 taken out of regular order.

Provided that the Council may, by resolution without notice, entertain any particular motion or deal with any particular matter of business out of its regular order on the business paper without any formal suspension of this section, and may in like manner direct that any particular motion or matter of business shall have precedence at a future meeting.

Business at special meetings.

4. At special general meetings of the Council the business, after the minutes shall have been read and signed, which shall be done in the same manner as at ordinary meetings, 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.

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 one 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 may 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.

How business paper to be disposed of.

7. 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, &c., to be the property of the Council.

8. After the business paper shall have been made up as aforesaid, all notices of motion, 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—how to be moved.

9. 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 mover.

10. No motion, of which notice shall have been entered on the business paper shall 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-mentioned Alderman.

Motion to be seconded.

11. No motion in Council shall be discussed unless and until it be seconded.

Amendment may be moved.

12. When a motion or amendment shall have been made or 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.

13. No motion or amendment shall be discussed until it shall have been reduced into writing.

Only one amendment at a time.

14. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

Amended question—further amendment may be moved thereon.

15. If an amendment be carried, the question, as amended thereby, shall become itself the question before the Council, whereupon any further amendment upon such question may be moved.

How subsequent amendments may be moved.

16. If any amendment, either upon an original question or upon any question amended as aforesaid, 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 of adjournment.

17. 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.

Orders of the day.

18. 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 shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

19. 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 the Mayor, as to any order of the day entered by his direction, arrange with and call upon any Alderman to move the same.

Petitions to be respectfully worded.

20. 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.

21. All petitions shall be received only as the petitions of the parties signing the same.

How petitions to be dealt with.

22. No motion, other than for the reception of a petition, shall, unless as hereinafter provided, be permissible on the presentation thereof, except that the same be referred to a Committee, or 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 the subject of any petition, or if the consideration of the subject of any petition shall have been made an order of the day, and such petition shall have been presented before such motion or order of the day shall have been called on, such order of the day, or the said motion, if otherwise unobjectionable, shall be considered in order.

Correspondence.

23. 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 20 of this Part of these By-laws is imposed upon Aldermen presenting petitions. If not read, to be returned to the writer and reported to the Council. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council or any of its officers shall be presented or read by any Alderman. If the Mayor be absent and shall not have examined any such letters or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

Section 22 to apply to letters.

24. Section 22 of this Part of these By-laws shall be considered as fully applicable to letters addressed to the Council or any of its officers as to petitions.

Reports from Committees.

25. Every report from a Committee shall be in writing, and signed by the Chairman of such Committee, or, in his absence, by some other member of the same.

Mayor's minutes.

26. 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 signed by him.

How reports, &c., are to be dealt with.

27. 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 that if any Alderman shall have given due notice in reference to any such report or minute, or if the consideration of such report or minute shall have been entered among the orders of the day, such order of the day or such motion, if otherwise unobjectionable, may be moved and 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 desirable that such report or minute should be 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 the 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 the Council Clerk to make the necessary entry on the business paper and to give such due notice.

Questions and statements.

28. 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.

29. 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.

30. It shall not be compulsory upon the Mayor or upon any Alderman so questioned as aforesaid to answer the question so put to him.

Question to be put without argument.

31. Every such question must be put categorically, without any argument or statement of fact.

Similar provision as to statements.

32. Every such statement must be made without argument.

No discussion on question, &c.; right of objection and of subsequent motion reserved.

33. 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.

Mode of addressing the Council.

34. Every Alderman who shall make or second any motion, or shall take 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.

35. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order as hereinafter provided.

Limitation as to number of speakers.

36. 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.

37. 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.

38. 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.

39. 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.

40. 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.

Mayor to decide points of order.

41. The Mayor or Chairman shall preserve order, and his decision upon disputed points of order or practice shall be final.

Mayor may address the Council.

42. The Mayor shall have the same right as any other Alderman to speak upon every subject or amendment.

Mayor may call member to order.

43. 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.

Decision of points of order.

44. 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 on the same.

Motions out of order to be rejected.

45. 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.

How questions to be put.

46. 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 the Council thereon.

Divisions.—Penalty for refusing to vote.

47. Any Alderman may call for a division, and the vote shall be taken by a show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman present when a division is called for who 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 five shillings nor more than two pounds.

Rules applicable to business in Committees.

48. Sections 12, 13, 14, 15, 16, 34, 35, 38, 40, 41, 42, 43, 44, 45, 46, and 47 of this Part of these By-laws shall be taken to apply to the business in Committee of the whole Council, except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

How call of the Council to be made.

49. 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 to be compulsory in certain cases.

50. No motion, the effect of which, if carried, would be to rescind any resolution, order, or decision of the Council, shall be entered on the business paper, unless a call of the Council has been duly made and granted for such purpose.

Mode of proceeding.

51. The call shall be made immediately before the motion or business for which such call has been ordered shall be moved or considered. The Council Clerk shall call the names of all the members in alphabetical order, 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 been previously granted, or if such an excuse in writing shall have been received by the Mayor or Council Clerk as the 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 reason for the same.

Penalty for absence.

52. Any member of the Council who, having had notice of the call, shall be absent without having been legally excused as aforesaid, and who shall fail to show that by reason of illness or other sufficient cause he was unable to send an excuse in writing as aforesaid, or who, having answered to his name, shall not be present when a vote is taken on the motion or business as to which such call was made, shall, for every such offence, be liable to a penalty of not less than five shillings nor more than two pounds.

STANDING AND SELECT COMMITTEES.

Standing Committees.

53. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees of the Council, each consisting of not less than three members, namely, a Finance Committee and an Improvement Committee.

Finance Committee.

54. 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 the finances of the said Municipal District, 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.

Improvement Committee.

55. 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, 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.

Chairman of Committees.

56. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, who may direct the Council Clerk to call meetings whenever he shall think it desirable.

Cost of works to be estimated before undertaken.

57. No works affecting the funds of the Municipality except as hereinafter is mentioned shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Cases of emergency and current expenses.

58. 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 Improvement Committee or of the Mayor and one member of such Committee, for repairs or emergent works to the extent of three pounds.
2. By order of the Mayor, for necessary current expenses, 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 Improvement Committee or the Mayor, or the Mayor and a member of the Improvement Committee, 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.

Completion of work to be reported by the Improvement Committee.

59. No works undertaken by the Council, shall be deemed to have been completed, and no order shall be made for the payment in full of the same, except upon a report or certificate to that effect from the Improvement Committee.

Common Seal—how secured.

60. The Seal shall be secured by a cover or box, which shall be kept at the Council Chambers in the custody of the Council Clerk. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk.

When and how common seal to be used.

61. The seal of the Council shall not be affixed to any document without the express authority of the Council; and every impression thereof so authorized shall be verified by the signature of the Mayor, or, in case of the illness or absence of the Mayor, by two Aldermen, and countersigned by the Council Clerk.

How books of account, &c., are to be kept.

62. All books, deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers, in the custody and care of the Council Clerk, who shall be responsible for the safe custody of the same; but the Mayor may, for any special purpose, authorize their removal.

Books, &c., not to be shown or exposed to view without leave.

63. No member or officer of the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, without a written permission of the Mayor, unless as otherwise provided by law. Any member or officer who shall commit a breach of this section shall be liable on conviction to a penalty of not less than five shillings nor more than two pounds.

Records not to be removed.

64. Any person removing such book, paper, or record from the Council Chamber, without leave from the Mayor, in writing, first had and obtained, shall be subject 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, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of the same, as the circumstances of the case may warrant.

Penalty for defacing or destroying records.

65. Any person destroying, defacing, or wilfully or improperly altering any books, papers, or record, shall for every such offence be liable to a penalty of not less than five pounds nor more than twenty pounds.

Bonds for good conduct.

66. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited in such custody as the Council may order; and no member, officer, or servant of the Council shall be received as a surety for any officer or servant.

Duties of Council Clerk.

67. The Council Clerk shall perform all the duties which by the Municipalities Act of 1867, or by the present or any other By-laws hereunder, he may be required to perform. He shall be the Clerk of all Revision Courts held in the Municipal District under the provisions of the Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council, and shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Special powers of Mayor.

68. The Mayor may from time to time define the duties of all officers and servants of the Council, and shall exercise a general supervision over all such officers and servants, 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 the Council shall have expressly forbidden or dispensed with the preparation of such return or statement, or the giving of such explanation or information.

Drafts of intended By-laws.

69. A draft of any 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 the Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same.

Motions for rescissions of previous orders.

70. Whenever a motion, the effect of which, if carried, would be to rescind 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.

Suits and prosecutions for penalties.

71. 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 Municipality, shall be commenced or laid as follows, namely:—When against a member of the Council or any Auditor or any officer of the Corporation, by such officer as shall be named for that purpose by the Council; 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 entrusted; and if there shall be no such officer, then by such officer or person as shall be appointed for that purpose by the Council 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 the Council or of the Mayor. And the conduct or prosecution of any suit or information may, on the order of the Council or of the Mayor, be entrusted to an attorney.

Power to suspend temporarily certain portions of these By-laws.

72. Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council may be suspended *pro tempore*, without notice, in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

Rates when due and payable.

1. All rates levied and imposed by the Council shall be held to be due and payable on and after such day or days as the Council shall by resolution from time to time appoint.

Time and place of payment.

2. All such rates shall be paid at the Council Chambers, during the hours appointed by the Council for that purpose, being the ordinary office hours of the Council.

Defaulters.

3. Every person not paying his or her rates as aforesaid within thirty days after any of the days so appointed for payment thereof shall be deemed a defaulter; and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

Mayor to enforce payment.

4. It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law or by issuing warrants of distraint upon the goods and chattels of the defaulter.

Bailiff—how appointed.

5. The Bailiff of the Municipal District shall be appointed by the Council, and may at any time be removed by them.

Bailiff to find sureties.

6. 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 duties.

Duties of Bailiff.

7. It shall be the duty of the Bailiff to make levies by distraint for the recovery of rates, in the manner hereinafter provided.

Warrant of distress.

8. All levies and distresses shall be made under warrant, under the hand of the Mayor, or of any Alderman who may for the time being be authorized to perform the duties of that office; such warrant to be in the form or to the effect of the Schedule hereunto annexed, and marked A.

Inventory.

9. At the time of making a distress the Bailiff shall make a written inventory in the form or to the effect of the Schedule marked B, which inventory shall be delivered to the occupant of the land or premises, or the owner of the goods so distressed, or to some person resident in the place where the distress shall be made; and in case there shall be no person at such place with whom such inventory shall be left as aforesaid, then such inventory shall be posted in some conspicuous part of the land or premises on which the distress is made; and the Bailiff shall deliver a copy of such inventory to the Council Clerk.

Distress and sale, &c.

10. It shall be lawful for the Bailiff or his deputy, and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof. And if the sum for which any such distress shall be made or taken, together with the costs of such distraint, shall not be paid on or before the expiration of five clear days, the Bailiff or his deputy may, between the hours of 11 in the morning and 2 in the afternoon on the next day thereafter, cause the goods so distrained, or a sufficient portion thereof, to be sold by public auction, either on the premises or at such other place within the Municipal District as the 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 the costs of such distraint, to the owner of the goods so sold on demand by such owner.

Goods may be impounded.

11. The Bailiff on making a distress as aforesaid may impound or otherwise secure the goods and chattels so distrained, of what nature or kind soever, in such part of the land or premises chargeable with the rate, or in such other place as shall be most fit and convenient for that purpose; and it shall be lawful for any person whomsoever, after the expiration of five clear days hereinafore mentioned, to come and go to and from such part of the said land and 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 to direct order of sale.

12. 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 directions.

Proceeds of distress.

13. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within twenty-four hours after having received the same.

Deputy.

14. The Bailiff may, with the sanction in writing of the Mayor, or in his absence with the sanction of any two Aldermen of the Municipal District, authorize by writing under his hand any person to act temporarily as his deputy, and the person so authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every such case be held responsible for the acts of such deputy.

Costs.

15. There shall be payable to the Bailiff, for every levy and distress made under these By-laws, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of Distress.

I, _____, Mayor of the Municipal District of Inverell, do hereby authorize you, _____, the Bailiff of the said Municipal District, or your deputy, to distrain the goods and chattels in the dwelling-house, or in or upon the land or premises of _____, situate at _____, for _____, being the amount of rates due to the said Municipality to the _____ day of _____, for the said dwelling-house, land, or premises (as the case may be), together with the costs of this distraint, and to proceed thereon for the recovery of the said rates and costs according to law.

Dated this _____ day of _____, 18 ____ .
Mayor.

SCHEDULE B.

Inventory.

I have this day, by virtue of the warrant under the hand of the Mayor of the Municipal District of Inverell, dated _____, 18 __, of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house, or in or upon the land or premises of _____, situate at _____, within the said Municipal District of Inverell, being the amount of rates due to the said Municipality to the _____ day of _____, and also the costs of this levy.

Dated this _____ day of _____, 18 ____ .
Bailiff.

(List to be appended.)

SCHEDULE C.

Costs.

	s.	d.
For making every entry and inventory	2	6
For man in possession for a period longer than two hours	5	0
For man in possession every other day or part of a day	5	0
For sale and delivery of goods, one shilling in the pound on the gross proceeds of the sale, in addition to the costs of advertisements if any.		

PART III.

PREVENTING AND EXTINGUISHING FIRES.

Fire or combustible materials.

1. Every person who shall place or knowingly permit to be placed in any house, yard, workshop, out-offices, or other premises within the said Municipal District, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger any buildings, shall, on conviction for every such offence forfeit and pay a penalty of 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.

Setting fire to matter without notice.

2. Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air within five yards of any dwelling-house or other building, or boundary, or dividing fence within the said Municipal District, without having given notice in writing to the occupiers of the land adjoining to the land upon which such matter shall be, of his intention so to do, or between the hours of six in the afternoon of any day and six in the morning of the following day, shall for every such offence forfeit a sum not exceeding five pounds.

Erecting brushwood fences, &c.

3. 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 materials, 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 more than five pounds, and shall 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.

Wilfully setting fire to chimneys.

4. Every person who shall wilfully set or cause to be set on fire any chimney, flue, smoke-vent, or stove-pipe, herein called in common "chimney," within the said Municipal District, shall forfeit a sum not exceeding 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 for an indictable offence.

Negligently suffering chimneys to be on fire.

5. If any chimney accidentally catch or be on fire, the person occupying or using the premises in which such chimneys are situated shall forfeit a sum not exceeding 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 be heard that such fire was in nowise owing to the omission, neglect, or carelessness, whether with respect to cleansing such chimney or otherwise, of himself or his servants.

Water-carts to be kept loaded at night.

6. Every owner and driver of a licensed water-cart shall keep such cart loaded with water during all times after sunset and before sunrise, and shall, if any building, premises, or property shall be on fire within the Municipality, attend at the place of such fire with such cart loaded with water, and shall continue to cart water by full loads to such place, and shall deliver such water in such manner as may be required by the Mayor or by any Alderman, or officer, or person duly authorized by the Council in that behalf, and then present, for extinguishing such fire; and every owner or driver who shall, without reasonable excuse, fail to comply with the provisions of this section shall forfeit a sum not exceeding ten pounds.

There shall be paid out of the funds of the said Municipal District to the owner of every licensed water-cart who shall have attended with any water at the place of any fire as herein provided, and delivered the same as required for extinguishing such fire, such reasonable compensation as the Council shall by resolution have appointed in that behalf; and also to such owners of such carts as shall have first and second in order attended with loads of water, such further sums, by way of reward, as the Council may by similar resolutions have fixed.

PART IV.

Licensing public vehicles.

All water-carters, carriers, and owners of vehicles plying or carrying passengers or goods for hire within the said Municipal District 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 thirtieth 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.

PART V.

PUBLIC EXHIBITORS.

Exhibitions, &c., to be licensed.

1. No exhibition other than such as may be licensed under the provisions of the Act 14th Victoria number 23, or exhibitions of a temporary character hereinafter specially provided for, shall be held or kept for hire or profit within the said Municipal District, nor shall any bowling-alley or other place of public amusement other than a place licensed as aforesaid or a place for temporary amusement hereinafter specially provided for, be used as such for hire or profit within the said Municipal District, unless and until the same shall be duly registered as hereinafter prescribed.

Temporary license by Mayor.—Penalty for exhibiting, &c., without license.

2. The Mayor may, by writing under his hand, permit any such exhibition as aforesaid, other than any exhibition requiring to be licensed under the said Act for not more than one week; and in like manner and for a like time may allow any place to be used for purposes of public amusement other than for entertainments requiring to be licensed as aforesaid; and every person holding or keeping any such exhibition or using any place within the said Municipal District for public amusement as aforesaid without such permission of the Mayor, shall forfeit and pay a sum not less than one pound nor more than five pounds for every day that such exhibition shall be so held or kept, or such place shall be so used for public amusement as aforesaid.

Buildings, &c., to be registered.

3. Every occupier of any building or ground in which any exhibition is held or kept, or any public amusement conducted as aforesaid, shall, in each year register at the office of the Council such building or ground, and a description of the exhibition or public amusement proposed to be held, kept, or conducted as aforesaid; and the name of such occupier and every person who causes, and every occupier of any building or land who permits any such exhibition or public amusement to be held, kept, or conducted for more than one week in or upon any such building or land not registered for the purpose, or without having obtained a certificate of registration as hereinafter mentioned, shall forfeit and pay for every offence a sum not less than one pound nor more than ten pounds.

Certificate of registration, &c.

4. The Council, upon the written application of any such occupier as aforesaid, stating the particulars aforesaid, may cause the aforesaid premises to be registered and grant to the applicant a certificate of such registration, unless upon inspection the building or land shall be found to be unsuitable for the purpose of the exhibition or amusement, or unless it shall appear to the Council that such exhibition or amusement is likely to entail any violation of public decency or to endanger the public peace, or be a nuisance to any inhabitant of the Municipal District.

Inspection.

5. Any officer or person appointed for that purpose by the Council may at all reasonable times enter into or upon and inspect any such registered building or land.

No exhibitions, &c., on Sundays, &c.

6. No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday; and every person offending against this By-law shall on conviction forfeit and pay a sum not exceeding five pounds nor less than one pound for every such offence.

Registration fee, &c.

7. For every registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk, for the benefit of the Municipal District, a fee of one pound; and every such registration, whenever the same may be made, shall (subject to the power of suspension and cancellation herein contained) be in force until the thirty-first day of December thence next ensuing, and no longer.

Suspension or revocation of license.

8. The effect of any such registration as aforesaid may be suspended, or such registration may be cancelled, as the Council shall think fit, for any of the following causes, namely:—Whenever the occupier of the registered building or land, or the manager of any such exhibition or amusement as aforesaid, held, kept, conducted, or carried on in or upon such building or ground, shall have been twice convicted of offences against these By-laws within a period of twelve months; or whenever it shall be shown to the satisfaction of the Council that the superintendent, director, manager, or other person in charge of any such exhibition or amusement, is a confirmed drunkard, or that any such exhibition or amusement is being conducted in such a manner as to violate public decency, to endanger the public peace, or to become a nuisance to any inhabitants of the said Municipal District: Provided that before any such suspension or cancellation as aforesaid such occupier shall have notice that the Council is about to consider whether there shall be any such suspension or cancellation, and of the causes for this proceeding, and shall be allowed to show cause against the same.

Gaming, cruelty to animals, &c., prohibited.

9. No license shall be granted as aforesaid to or for any building or land wherein or whereon any games with dice, or other games of chance for money, or any bull-baiting, dog-fighting, cock-fighting, or other exhibitions or amusements opposed to public morality, or involving cruelty to animals, or likely to cause a breach of the peace, are proposed to be had, held, or carried on. And the occupier of any building or land so registered as aforesaid who shall permit any such game of chance, or exhibition or amusement, as are in the section before-mentioned, to be had, held, or carried on, in or upon such building or land, shall for every such offence forfeit and pay a sum of not less than ten shillings nor more than ten pounds.

Construction of term "occupier."—Change of occupancy.

10. Any person who shall superintend, direct, or manage, or shall be otherwise in charge of any such exhibition or public amusement as aforesaid in or upon any such building or land as aforesaid, or who shall reside in or upon any such building or land wherein or whereon any such exhibition or public amusement shall be held, kept, or carried on, or who, whether resident thereon or not, shall use any such building or land for the purposes of any such exhibition or public amusement, shall be deemed the occupier of such building or land for all the purposes of these By-laws; and the said By-laws shall be held to be as applicable in every case to any number of such occupiers as to any single occupier; and every such occupier whose name shall have been so registered as aforesaid shall be deemed and taken to be, and continue such occupier for all the purposes of these By-laws: Provided that in the event of any change in the occupancy of any such building or land as aforesaid, the parties concerned shall notify the same in writing to the Council Clerk; and if, after such inquiry as the Council may deem necessary, there shall appear no valid objection to such change of occupancy, an entry thereof shall be made in the registry, and a new certificate shall be issued (which, subject as aforesaid) shall be in force until the then next thirty-first of December, and no longer; and for every such certificate a fee of five shillings shall be paid to the Council Clerk, for the benefit of the Municipal District. And any person who shall make any false statement in any such notice or application as aforesaid, as to any of the facts or particulars required by these By-laws to be stated in such application or notice, shall, for every such offence, forfeit and pay a sum not less than one pound nor more than ten pounds.

PART VI.

STREETS AND PUBLIC PLACES, PUBLIC HEALTH, DECENCY, &c.

New roads to be reported upon.

1. No new public road, street, way, or other place proposed to be dedicated to the public, shall be taken under the charge or

management of the Council until after such road, street, way, or place shall have been examined by the Improvement Committee, or other Committee appointed for this purpose, and reported upon to the Council by such Committee.

Plan of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the Municipality shall open any road, street, or way, or lay out any place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management thereof, 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, or other place as aforesaid.

Dedication of new roads.

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 of the Council, and the proprietor or proprietors shall execute such further instrument dedicating such road, way, or place to public use or recreation as aforesaid as may be considered necessary by the Council, which said instrument shall be preserved as a record of the Council.

Who to mark out roads, &c.

4. The Surveyor of the Municipal District, or other officer or person duly authorized by the Council in that behalf, shall be the proper officer for marking 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, and the carriage or foot ways in each of such roads, streets, lanes, or thoroughfares.

Footways may be levelled.

5. When any footway shall have been marked out in manner herein directed, the Surveyor or other person as aforesaid 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 may remove any flagging, steps, or other matter, thing, or obstruction that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for the said footway.

The Improvement Committee to fix street levels, &c.

6. The Improvement Committee or any officer of the Council acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the level of all public roads, streets, and ways within the Municipal District and the carriageways and footways thereof: Provided that there shall be no change of levels in any such public road, street, or way until the same shall have been submitted to and certified by the Council as hereinafter directed.

Change of street levels.

7. Whenever it may be deemed necessary to alter the level of any such public road, street, or ways as aforesaid, the Improvement Committee shall cause a plan and section, showing the proposed cuttings, and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Municipal District that such plan is open for inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman of such meeting, and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

No turf, gravel, &c., to be removed from streets without permission.

8. Any person who shall form, dig, or open any drain or sewer, or remove, or cause to be removed, any turf, gravel, sand, loam, or other material, in or from any part of the carriage or foot way of any street or road, or any reserve, or other public place within the said Municipal District, without leave first had and obtained from the Council or from the Mayor, or who shall wantonly break up or damage any such carriage or foot way, shall on conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound.

Temporary stopping of traffic for repairs, &c.

9. The Mayor, 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 such street, lane, or thoroughfare, or by destroying or removing any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty or sum not exceeding five pounds for every such offence.

Cellars or openings beneath the surface of footways prohibited.

10. Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any street or public place, unless the plans thereof have been previously submitted to and approved by the Council, and the erections and openings made to the satisfaction of the Council, shall on conviction forfeit and pay the sum of five pounds ever and above the expense of filling up, remedying, or removing such cellar, opening, door, or window, so as the same shall not exceed fifty pounds.

Holes to be enclosed.

11. Any person 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 street or public place within the said Municipal District, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other buildings, or for any other purpose whatsoever, or shall 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 Surveyor or other officer or person as aforesaid, or shall keep up or cause to be kept up and continued any such enclosure for any time longer than shall be necessary in the opinion of the Surveyor or other officer or person as aforesaid, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for every such refusal or neglect any sum not less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining the footways to be enclosed, under penalty.

12. Every owner or occupier of any house, building, premises, or land within the said Municipal District, having any entrance, area, garden, or other open space adjoining the footway or public place in such Municipality, or any quarry, excavation, or opening in the ground, or any premises within six feet of any such footway or public place, shall protect or guard the same by good and sufficient fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and any such owner or occupier of any house, building, premises, or land having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and on failure thereof, any such owner or occupier shall, as often as he shall be convicted of such offence, forfeit and pay any sum not less than forty shillings nor more than five pounds; and every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid, within one week after any such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

Wells to be covered over.

13. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway, or at the side thereof, or in any yard or place open or exposed to such road, street, or footway within the said Municipal District, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the Council, or shall have been left for such person at his or her last known place of abode, or on the said premises, shall on conviction forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered, contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

Throwing filth on roads, driving carriages and leading horses on footways.

14. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or remain, any dead animal, offal, dung, soil, ashes, rubbish, or any other filth or annoyance, or any matter or thing, in or upon the footway or carriageway of any street, road, lane, or other public place within the said Municipal District, or shall kill, slaughter, dress, scald, or cut up any swine, calf, sheep, lamb, or other animal in or so near to any such street or other public place as that any blood shall run or flow upon or over, or be on any such carriage or footway, or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon the footway of any street, road, or public place, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, wheel, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, ride, or stand 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, and for the second and every subsequent offence a sum not less than ten shillings nor more than forty shillings.

Throwing filth into watercourses.

15. Any person who shall cast any filth, rubbish, or any dead animal, with intent of drowning such animal, into any public watercourse, waterhole, river, creek, or canal, or shall obstruct or divert from its channel any sewer, canal, or watercourse within the said Municipal District, shall forfeit a sum not exceeding five pounds nor less than ten shillings, and shall, in addition to such penalty, pay the cost of removing such filth or obstruction, or of restoring such watercourse, sewer, or canal to its proper channel, so as the same shall not exceed fifty pounds.

Throwing slops on the carriage and footways.

16. Any person who shall cast or throw, or shall cause, suffer, or permit to be cast or thrown upon any carriage-way or footway, any soapsuds, slops, or refuse water, or any refuse vegetables, or any other matter or thing, or shall cause or suffer or permit the same to run or flow from any premises in his or her occupation over any such footpath or carriage-way within the said Municipal District, shall for every such offence suffer and pay a sum not exceeding two pounds nor less than five shillings.

Rain not to be carried on to footpaths.

17. It shall not be lawful for any person whomsoever to carry, by means of pipes, gutters, or other contrivances, any rain-water from the roof of his or her premises or house, upon any of the footways of any street or public place within the said Municipal District; and any owner or occupier of any such house or premises who shall neglect or refuse to remedy any such pipes, gutters, or contrivances, when required to do so by any officer of the said Council, 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 of any such footways into the gutters adjoining the same: And provided also that all such pipes shall be laid down to the satisfaction, and under the superintendence of the Town Surveyor, or any other person appointed by the Council.

Placing carriages, goods, &c., on footways—Not removing them when required—Replacing the same after removal.

18. Any person who shall set or place, or cause to be set or placed, any stall-board, chopping-block, show-board, basket, wares, merchandise, casks, or goods of any kind whatsoever,—or who shall hoop, place, wash, or cleanse, or who shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in or upon any carriage or foot way in any street, road, or public place within the said Municipal District,—or shall set, lay out, or place, or cause to be set, laid out, or placed any coach, cart, wain, waggon, dray, barrow, sledge, truck, or other carriage, upon any such carriageway, except for the necessary time of loading or unloading the same, or taking up or setting down any fare, or waiting for passengers when actually hired, or while actually engaged in 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, upon, or over any such carriageway or footway, any stone, brick, lime, timber, or other materials or things for buildings (except as hereinbefore provided), or who shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or any other matter or thing whatsoever, from any house or premises over any part of any such footway or carriageway, 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 house or front, or any other part of any house or houses or other buildings or premises, over or next unto any such street, road, or public place, and shall not immediately remove the same upon being required so to do by the Council or any officer thereof,—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, barrow, sledge, or truck, carriage, timber, stone, bricks, lime, meat, offal, or other matter or thing, 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, cart, wain, waggon, dray, truck, barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid), in or upon or over any such carriage or foot way, of or next unto any such street, road, 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, and for the second and every subsequent offence a sum not exceeding forty shillings nor less than ten shillings.

Not to prevent the erection of awnings.

19. Nothing in these By-laws contained shall be deemed to prevent any person from placing a movable awning in front of

his or her shop or house: Provided that such awning be at least eight feet high above the proper level of the footway, and that the posts be kept close up to the curbstone or outer edge of such footway; and that the said posts and any framework be erected to the satisfaction of the Council, and as may from time to time be directed.

Damage to public buildings.—Extinguishing lamps, &c.

20. Any person who shall damage any public building, lamp, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or other property of the Council of the said Municipal District, or improperly extinguish any lamp set for public or private convenience, shall pay the cost of repairing the same, and if the same be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds, in addition to the cost of repairing the same, so as the same shall not exceed fifty pounds.

Drawing or trailing timber, &c.

21. Any person who shall haul or draw, or shall cause to be hauled or drawn, upon any of the streets, roads, or public places within the said Municipal District, any timber, stone, or other material or thing otherwise than upon wheeled carriages or barrows, or shall suffer any timber, stone, or other material or thing which shall be carried principally or in part upon any wheeled carriage or barrow, to drag or trail upon any part of any such street, road, or public place, to the injury thereof, or to hang over any part of such carriage or barrow so as to occupy or obstruct the street or road, shall, upon conviction, forfeit and pay for every such offence a sum not exceeding forty shillings nor less than ten shillings over and above the damage occasioned thereby.

Riding in drays, careless driving, &c.

22. If the driver of any waggon, wain, cart, or dray of any kind, shall ride upon any such carriage in any street, road, or thoroughfare within the said Municipal District, 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 whatsoever shall negligently be at a distance from such carriage, or in such a situation whilst it shall be passing upon such street, road, or thoroughfare that he cannot have the direction and government of 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, street, or thoroughfare,—or if any person shall in any manner wilfully prevent any other person or persons from passing him, or any carriage under his care, upon such street, road, 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 for every such offence a sum not exceeding forty shillings nor less than ten shillings.

Riding or driving furiously.

23. Any person who shall ride or drive through or upon any street, road, or public place, within the said Municipal District, 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 five pounds nor less than two pounds.

Hours for driving cattle.

24. No person shall drive or cause to be driven through any street or public thoroughfare of the said Municipal District any live stock between the hours of 8 o'clock a.m. and 10 o'clock a.m., or between the hours of 12 o'clock a.m. and 2 o'clock p.m., or between the hours of 4 o'clock p.m. and 9 o'clock p.m., except calves and foals under the age of one year, quiet milch cows, horses or cattle broken to saddle or draught, and pigs, sheep, and goats; and any person or persons who shall drive or cause to be driven any live stock, except those above enumerated, through any street or public thoroughfare of the said Municipal District, between the hours above mentioned, shall, on conviction before any Justice or Justices of the Peace, forfeit and pay any sum not exceeding five pounds for every such offence.

Swine, &c., not to wander about streets.

25. Any person who shall breed, feed, or keep any kind of swine in any house, yard, or enclosure, situate and being in or within forty yards of any street or public place in the Municipality, or who shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any other animal of like nature, belonging to him or her, or under his or her charge, to stray or to get about, or to be tethered or depastured in any street, road, or public place within the said Municipal District, shall forfeit and pay, for every such offence, a sum not exceeding forty shillings nor less than five shillings: Provided that if, after due inquiry shall have been made, the owner thereof cannot be discovered, it shall be lawful for the said Council to cause to be destroyed any swine or goats so straying or injuring property of any description.

Inspector may impound.

26. The Inspector of Nuisances, or any other person duly authorized by the Council, shall have the power to impound in the Inverell Public Pound all animals of every description found straying within the said Municipal District of Inverell.

Burning shavings, &c., in streets.

27. Any person who shall burn any shavings, rubbish, or any other matter or things, in any road, street, lane, or public place within the said Municipal District, or who shall, within ten yards from any dwelling-house, burn rags, bones, corks, or other offensive substance, shall, for every such offence, forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

Placards not to be affixed on walls without consent.

28. It shall not be lawful for any person to paste or otherwise affix any placards or other paper upon any wall, house, fence, or other erection, nor deface any such wall, house, fence, or erection, by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and every person who shall be guilty of any such offence shall forfeit and pay a sum not exceeding twenty shillings nor less than five shillings.

No rock to be blasted without notice to the Mayor, &c.

29. Any person who shall be desirous of blasting any rock within fifty yards of any road, street, public place, or private dwelling within the said Municipal District, shall give notice in writing twenty-four hours previously to the Mayor or any two Aldermen, who shall appoint a time when the same may take place, and give such directions as he or they may deem necessary for the public safety; and if any person shall blast, or cause to be blasted, any rock within the limits aforesaid, without giving such notice, or shall not conform to the directions given to him by the Mayor or any two Aldermen as aforesaid, he shall, on conviction, forfeit and pay, for every such offence, any sum not less than one pound nor more than ten pounds.

Cleansing private avenues.

30. Any owner or occupier of any house or place 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 forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Placing dead animals on premises.

31. Any person who shall place, or who shall cause or suffer to be placed upon any land or premises within the said Municipal District, any dead animal, blood, offal, night-soil, or any other offensive matter, so as to become a nuisance to the inhabitants thereof, shall on conviction suffer and pay a penalty not exceeding five pounds nor less than ten shillings for every such offence.

Allowing dead animals to remain on premises.

32. Any owner or occupier of any land or premises who shall suffer or permit any dead animal, blood, offal, night-soil, or any other offensive matter to remain upon the said land or premises after notice shall have been given to remove the same, shall be subject to a penalty not exceeding two pounds nor less than ten shillings for every day that the same shall so remain.

Hog-sties and nuisances not removed on notice, &c.

33. In case any privy, hog-sty, or any sink, cesspool, yard, or enclosure, or any matter or thing which shall at any time be in any place within the said Municipal District, shall be or become a nuisance, it shall be lawful for the Council, after due investigation, by notice in writing, to order the removal of the said nuisance within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance is situated, 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 owner or occupier refusing or neglecting to remove or abate such nuisance pursuant to such notice and to the satisfaction of the Council, shall forfeit and pay a sum not exceeding ten pounds nor less than forty shillings.

Hours of removing night-soil, &c.

34. Any person who, within the said Municipal District, shall remove any night-soil or ammoniacal liquor, bones, or other offensive matter, or shall come with carts or carriages for that purpose between the hours of six o'clock in the morning and eleven o'clock at night,—or shall at any time remove any such night-soil or ammoniacal liquor otherwise than in properly covered and watertight carts or vehicles, or in such a manner as to upset, cast, spill, or strew any of the said night-soil, ammoniacal liquor, slop, urine, or filth, in or upon or near to any of the streets, roads, public places or footways of the Municipality,—or shall deposit or throw night-soil, ammoniacal liquors, bones, or other offensive matters, nearer to any street, road, or dwelling-house than shall from time to time be directed by the Council or by the Inspector of Nuisances,—or shall allow vehicles used for this purpose to stand on any premises nearer

to any road, street, or dwelling-house than shall from time to time be directed by the Council or Inspector,—shall upon conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound; and in case the person or persons so offending cannot be found, then the owner or owners of such carts, carriages, or other vehicles employed in and about emptying or removing such night-soil, bones, or other offensive matter, and also the employer or employers of the person or persons so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Penalty for not removing offensive matter on notice.—Council may abate nuisances.—Right of entry for such purpose.

35. Any person who shall suffer any waste or stagnant water, or any muck, filth, soil, or other offensive matter to remain in any cellar or place within any dwelling-house or premises within the said Municipal District for the space of twenty-four hours after written notice to him from the Inspector of Nuisances or other officer of the Council to remove the same,—or shall allow the contents of any water-closet, privy, or cesspool to overflow or soak therefrom,—shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than ten shillings, and a further sum of ten shillings for every day during which the offence shall be continued; and the Council may remove or abate, or cause to be removed or abated every such nuisance, and do what shall be needful for preventing a continuation or recurrence thereof; and the officers of the said Council shall for such purpose have power from time to time to enter any house or premises, and the expense incurred in carrying out the provisions of the By-law shall be paid to the said Council by the occupier or owner of the premises upon which the same exists, in addition to the penalties aforesaid, so as the same do not exceed in the whole fifty pounds.

Cleansing butchers' shambles, &c.

36. For prescribing the cleanliness of the said Municipal District and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer 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' shops, soap and candle manufactories, &c., fellmongering establishments and tanneries within the said Municipal District, and to give such directions concerning the cleansing of the same respectively, both within and without, as to him shall seem needful. And any butcher, or the owner or occupier of any such butchers' shops, tannery, manufactory, or establishment who shall refuse or neglect to comply with such directions within a reasonable time, shall forfeit and pay a sum not exceeding five pounds nor less than one pound.

Inspection of premises.

37. Upon the reasonable complaint of any householder that the house, premises, yard, closets, or drains of the adjoining or neighbouring 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.

Damaging trees, &c.

38. Any person who shall wilfully and without the authority of the Council, cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub, or underwood, growing in or upon any reserve or place under the management of the Council, shall forfeit and pay a sum not exceeding ten pounds nor less than one pound.

Extirpation of noxious weeds.

39. Any owner or occupier of land within the said Municipal District who shall permit or suffer to grow or remain on the said lands the weeds known as the Bathurst burr, Scotch thistle, or other noxious weeds, and who shall fail to extirpate, remove, or destroy the same within ten days after receipt of a notice in writing by post or otherwise from the Council so to do, shall for every such offence forfeit and pay a sum not exceeding five pounds nor less than twenty shillings.

Newly slaughtered carcass.

40. Every person who within the said Municipal District shall carry or convey, or cause to be carried or conveyed in any public street or place, the carcass or any part of the carcass of any newly slaughtered animal without a sufficient or proper cloth or other covering to conceal the same from public view, shall be liable on conviction to a penalty of any sum not exceeding forty shillings for every such offence.

Bathing prohibited within certain limits.

41. Any person who shall bathe near to or within view from any inhabited house, or from any public bridge, street, road, or other place of public resort within the limits of the said Municipal District, between the hours of six o'clock in the morning and eight in the evening, shall, on conviction, forfeit and pay for every such offence a sum not exceeding twenty shillings.

Indecent exposure of person.

42. Any person who shall offend against decency, by the exposure of his or her person in any street or public place within the said Municipal District, or in the view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound.

Houses of ill fame.

43. Upon representation by any respectable ratepayer that the house or neighbouring or adjoining premises is of ill fame, it shall be lawful for the Mayor and any Alderman to cause the residents of such house or premises to furnish to the Council a list of the names, ages, sex, birth-place, and occupation of all the inmates of the said house or premises; and upon non-compliance with such request, or if upon consideration the Mayor and any Alderman consider the house to be one of ill fame, they shall with the sanction of the Council declare the same to be a nuisance, and the Mayor shall cause a notice, in writing, to be served upon the holder of such house or premises, or other person residing or being therein and acting as such holder, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice, otherwise such holder or other person shall be liable to a penalty of not less than forty shillings nor more than fifty pounds, and on a second conviction shall be liable to a penalty of not more than fifty pounds nor less than five pounds.

Inspector of Nuisances may take legal proceedings.

44. The Inspector of Nuisances, or other person appointed by the Council, may take legal proceedings against any person or persons committing any offence or offences against any of the By-laws of the said Municipal District.

Penalties to be paid over to Treasurer.

45. All penalties under any of these By-laws shall be paid over to the Treasurer of the said Municipal District, to be appropriated as the Council may direct.

Interpretation of Mayor and Municipality.

46. Whenever in any of these By-laws the word "Mayor" is made use of, it shall, unless the context shall indicate a contrary intention, be construed also to signify and include any Alderman lawfully acting for the time being in the place or stead of the Mayor; and whenever the words "Municipal District" is made use of in the said By-laws, it shall be understood to signify the Municipal District of Inverell.

As to interference with officer of Council in enforcing By-laws.

47. Any person who shall obstruct or interfere with any officer of the Council or other person doing or performing any duty or act under any of the By-laws of the said Municipal District, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

Penalty.

For every offence against the provisions of these By-laws, except as otherwise provided, the offender shall be liable to, and shall pay a penalty not exceeding five shillings, to be recovered in a summary way before any Justice of the Peace; and all other penalties and fines imposed by these By-laws, except as otherwise provided, shall also be recoverable in a summary way before any Justice of the Peace.

Passed by the Council of the Municipal District of
Inverell, this 13th May, 1872.

JAMES HARVEY HINDMARSH,

J. R. HATCHER,

Mayor.

Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ST. LEONARDS—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 22nd October, 1872.

BOROUGH OF ST. LEONARDS.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of St. Leonards, for the control and management of the Cricket Ground in the Public Reserve in that 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.

HENRY PARKES.

WHEREAS a certain part of section fifteen of the public reserve vested in the Municipal Council of the Borough of St. Leonards has been set apart and enclosed by the Council, to be used as a cricket ground; and whereas it is expedient that the use of the same be placed under proper regulations: Be it therefore enacted as follows:—

1. The Council may, upon receipt of an application from any cricket club regularly constituted, and having rules and regulations, and having a Secretary and Treasurer, set apart for the use of such club such portion of the said cricket ground as the said Council may think fit.

2. The application aforesaid shall be in writing, signed by the Secretary of the club so applying; and there shall be annexed thereto a copy of the by-laws and a list of the members (with their respective ages) of such club, duly certified and signed by the Secretary thereof; and so often as any change shall be made in such By-laws, notice thereof so signed and certified shall forthwith be given to the Council, and a new list of members as aforesaid shall also be given to the Council on the first day of October in every year.

3. The Council may also grant leave to any such club to erect, in such position, and to such extent, and in such manner as the Council may direct, and from time to time to alter or remove, any booths, sheds, or buildings necessary to protect the cricketing property, clothes, &c., of the said club, or for the purpose of holding festivals; but the Council shall be the absolute owners of all such erections when built, subject to their lawful use by the said club, or removal by them, with the consent, in writing, of the Council first had and obtained.

4. Any cricket club that shall have a portion of ground so set apart for their use, may make such arrangements as they may think fit for any other cricket club whatever to play cricket on such portion of ground, and may collect from the members of such other club tolls for the purpose of maintaining such ground in order: Provided that the club so permitting the use of the ground shall be responsible for all damage and wear caused by such other club.

5. Every cricket club that shall have a portion of ground so set apart for their use, shall at their own expense maintain the same and the cricketing erections thereon in proper order and repair—injuries by fire, tempest, and (save as aforesaid) the acts of strangers excepted—and, if they shall neglect to do so, then the Council may, on the expiration of one week after notice in writing to the Secretary of such club of the

intention of the Council so to do, make such repairs and do such acts as may have become necessary through the default of the said club; and all costs so incurred by the Council shall be a debt due to them by the members of the said club jointly and severally, and may be recovered by action in any competent Court: Provided always that the Council, their servants or agents, may at any time enter on the ground used by any cricket club, and do such acts thereon as the Council may think fit.

6. During the months of June, July, August, and September, in every year, the right of all cricket clubs to play cricket upon any part of the said cricket ground, and their liability to keep the same in good order, shall be suspended, and the Council may allow the cricket enclosure to be used for such purposes as they may think fit.

7. Any person who shall offer any obstruction to any cricket club, or members thereof, so as aforesaid having the use of part of the said cricket ground, so as to hinder or annoy them in playing cricket thereon, or any person who, not being a member of any such club, shall, without leave of the Council, attempt to play cricket on any portion of the cricket ground, or who being a member of any such club, shall, without due leave first had and obtained, attempt to play cricket on any part of the cricket ground other than the ground set apart for the use of his own club, or any person who without leave of the Council shall attempt to play cricket on the cricket ground during the months mentioned in the last preceding By-law, or any person who shall wilfully injure the turf or the erections on the cricket ground, or shall attempt to pass or cross any fence on the reserves otherwise than by the gates or other openings intended for passage, shall on conviction before one or more Justices of the Peace be liable to a penalty not exceeding five pounds and not less than ten shillings: Provided that any person not offending against these By-laws or the general By-laws of the Municipality may lawfully enter upon and use all parts of the reserve.

8. Any license so as aforesaid given by the Council to any cricket club may at any time by notice in writing to the Secretary of such club be revoked; and nothing in these By-laws shall be construed to affect or diminish any right which the Council would otherwise have had against any person or persons whatsoever.

WILLIAM TUNKS, Mayor.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF EAST ST. LEONARDS—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 17th October, 1872.

BOROUGH OF EAST ST. LEONARDS.—BY-LAWS.

The following By-laws made by the Council of the Borough of East St. Leonards—for regulating their own proceedings—for the collection of rates—the care and management of public roads and streets—the regulation of public vehicles—the suppression of nuisances—for collecting and managing tolls, and for the general good rule and government of the Municipality,—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.

HENRY PARKES.

PART I.

PROCEEDINGS OF THE COUNCIL AND COMMITTEES, DUTIES OF OFFICERS, SERVANTS, &c.

Ordinary Meetings.

1. The Council shall meet for the transaction of business on the first Thursday in every month, unless such day shall happen to be a public holiday. In the latter case, the meeting shall be held on such other day as the Mayor may appoint.

Election of Chairman in absence of Mayor.

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 themselves a Chairman for such meeting.

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 signed by the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.
- (2.) Correspondence to be read, and orders made thereon if expedient.
- (3.) Petitions (if any) to be read and dealt with.
- (4.) Reports from Committees, and minutes from the Mayor (if any), to be presented, and orders made thereon.
- (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 the 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 taken out of regular order.

Provided that the Council may, by resolution without notice, entertain any particular motion, or deal with any particular matter of business, out of its regular order on the business paper, without any formal suspension of this By-law, and may in like manner 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 signed, 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.

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 one 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 may 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.

How business paper to be disposed of.

7. 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, &c., to be the property of the Council.

8. After the business paper shall have been made up as aforesaid, all notices of motion, 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—how to be moved.

9. 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 Mover.

10. No motion of which notice shall have been entered on the business paper shall 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.

11. No motion in Council shall be discussed unless and until it be seconded.

Amendment may be moved.

12. When a motion or amendment shall have been made or 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.

13. No motion or amendment shall be discussed until it shall have been reduced into writing.

Only one amendment at a time.

14. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

Amended question—further amendment may be moved thereon.

15. If an amendment be carried, the question as amended thereby shall become itself the question before the Council whereupon any further amendment upon such question may be moved.

How subsequent amendments may be moved.

16. If any amendment, either upon an original question or upon any question amended as aforesaid, shall be negatived, then a further amendment may be moved to the question to which 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.

17. 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.

Orders of the day.

18. 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 shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

19. 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 the Mayor may, as to any order of the day entered by his direction, arrange with and call upon any Alderman to move the same.

Petitions to be respectfully worded, &c.

20. 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.

21. All petitions shall be received only as the petitions of the parties signing the same.

How petitions to be dealt with.

22. No motion other than for the reception of a petition shall, unless as hereinafter provided, be permissible on the presentation of such petition, except that the same be referred to a Committee, or 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 the subject of any petition, or if the consideration of the subject of any petition shall have been made an order of the day, and such petition shall have been presented before such motion or order of the day shall have been called on, such order of the day, or the said motion, if otherwise unobjectionable, shall be considered in order.

Correspondence.

23. 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 20 of this Part of these By-laws, is imposed upon Aldermen presenting petitions. If not read, the letters to be returned to the writer and reported to the Council. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council or any of its officers shall be presented or read by any Alderman. If the Mayor be absent and shall not have examined any such letters, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

Section 22 to apply to letters.

24. Section 22 of this Part of these By-laws shall be considered as fully applicable to letters addressed to the Council or any of its officers as to petitions.

Reports from Committees.

25. Every report from a Committee shall be in writing and signed by the Chairman of such Committee, or, in his absence, by some other member of the same.

Mayor's minutes.

26. 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 signed by him.

How reports, &c., are to be dealt with.

27. 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 that if any Alderman shall have given due notice in reference to any such report or minute, or if the consideration of such report or minute shall have been entered among the orders of the day, such order of the day or such motion, if otherwise unobjectionable, may be moved and 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 desirable that an order should be made upon such report or minute 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 the 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 the Council Clerk to make the necessary entry on the business paper and to give such due notice.

Questions and statements.

28. 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.

29. 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.

30. It shall not be compulsory upon the Mayor or upon any Alderman so questioned as aforesaid to answer the question so put to him.

Question to be put without argument.

31. Every such question must be stated in simple language as an interrogatory, without any argument or statement of fact.

Similar provision as to statements.

32. Every statement must be made without argument.

No discussion on question, &c.; right of objection and of subsequent motion reserved.

33. 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.

Mode of addressing the Council.

34. Every Alderman who shall make or second any motion, 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 may be objected to 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.

35. No Alderman shall be interrupted while speaking, unless for the purpose of calling him to order, as hereinafter provided.

Limitation as to number of speakers, &c.

36. 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.

37. 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.

38. 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.

39. 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.

40. 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.

Mayor to decide points of order.

41. The Mayor or Chairman shall preserve order, and his decision upon disputed points of order or practice shall be final.

Mayor may address the Council.

42. The Mayor shall have the same right as any other Alderman to speak upon every subject or amendment.

Mayor may call member to order.

43. 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.

Decision of points of order.

44. 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.

45. 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.

How questions to be put.

46. 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 the Council thereon.

Divisions.—Penalty for refusing to vote.

47. Any Alderman may call for a division, and the vote shall be taken by a show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman present when a division is called for who shall not vote on such division, not being disqualified by interest or other disability from so voting, shall be liable for every such offence to a penalty of not less than ten shillings nor more than five pounds.

Rules applicable to business in Committees.

48. Sections 12, 13, 14, 15, 16, 34, 35, 38, 40, 41, 42, 43, 44, 45, 46, and 47 of this Part of these By-laws shall be taken to apply to the business in Committee of the Whole Council, except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

How call of the Council to be made.

49. 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 to be compulsory in certain cases.

50. No motion the effect of which if carried would be to rescind any resolution, order, or decision of the Council, shall be entered on the business paper, unless a call of the Council has been duly made and granted for such purpose.

Mode of proceeding.

51. The call shall be made immediately before the motion or business for which such call has been ordered shall be moved or considered. The Council Clerk shall call the names of all the members in alphabetical order; 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 been previously granted, or if such an excuse in writing shall have been received by the Mayor or Council Clerk as the 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.

52. Any member of the Council who, having had notice of the call, shall be absent without having been excused as aforesaid, and who shall fail to show that by reason of illness or other sufficient cause he was unable to send an excuse in writing as aforesaid, or who having answered to his name shall not be present when a vote is taken on the motion or business as to which such call was made, shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds.

STANDING AND SPECIAL COMMITTEES.*Standing Committees.*

53. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees of the Council, each consisting of not less than three members, namely, a Finance Committee, and an Improvement Committee.

Finance Committee.

54. 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 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.

Improvement Committee.

55. 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, 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.

Chairman of Committees.

56. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, who may direct the Council Clerk to call meetings whenever he shall think it desirable.

Cost of works to be estimated before undertaken.

57. No works affecting the funds of the Borough, except as hereinafter is mentioned, shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Cases of emergency, and current expenses.

58. In cases of emergency the Mayor may authorize the expenditure of any sum not exceeding twenty pounds, and such expenditure shall be reported to the Council at the next meeting; and the Mayor may order the payment of wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council.

Completion of work to be reported by Improvement Committee.

59. No works undertaken by the Council shall be deemed to have been completed, and no order shall be made for the payment in full of the same, except upon a report or certificate to that effect from the Improvement Committee.

Common Seal—how secured.

60. The common seal shall be secured by a cover or box, which shall be kept at the Council Chambers, in the custody of the Council Clerk. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk.

When and how Common Seal to be used.

61. The seal of the Corporation shall not be affixed to any document without the express authority of the Council; and every impression thereof so authorized shall be verified by the signature of the Mayor, or in case of the illness or absence of the Mayor, by two Aldermen, and countersigned by the Council Clerk.

How books of accounts, &c., are to be kept.

62. All books, deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers in the custody and care of the Council Clerk, who shall be responsible for the safe custody of the same; but the Mayor may for any special purpose authorize their removal.

Books, &c., not to be shown or exposed to view without leave.

63. No member or officer of the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of Council without the written permission of the Mayor, unless as otherwise provided by law. And any member or officer who shall commit a breach of this section shall be liable on conviction to a penalty of not less than five shillings nor more than five pounds.

Records not to be removed.

64. Any person removing any such book, paper, or record, from the Council Chambers, without leave from the Mayor in writing first had and obtained, shall be subject 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, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of the same, as the circumstances of the case may warrant.

Penalty for defacing or destroying records.

65. Any person destroying, defacing, or wilfully or improperly altering any books, papers, or record, shall for every such offence be liable to a penalty of not less than five pounds nor more than twenty pounds.

Bonds for good conduct.

66. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited in such custody as the Council may order; and no member, officer, or servant of the Council shall be received as a surety for any officer or servant.

Duties of Council Clerk.

67. The Council Clerk shall perform all the duties which, by the Municipalities Act of 1867, or by the present or any other By-laws thereunder, he may be required to perform. He shall be the Clerk of all Revision Courts held in the Borough, under the provisions of the Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council, and shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Special powers of Mayor.

68. The Mayor may from time to time define the duties of all officers and servants of this Corporation, and shall exercise a general supervision over all such officers and servants, 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 the Council shall have expressly forbidden or dispensed with the preparation of such return or statement or the giving of such explanation or information.

Motions for rescission of previous orders.

69. Whenever a motion the effect of which if carried would be to rescind 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.

Suits and prosecutions for penalties.

70. 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, shall be commenced or laid as follows, namely:—When against a member of the Council or any Auditor, or any officer of the Corporation, by such officer as shall be named for that purpose by the Council; 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 entrusted; and if there shall be no such officer, then by such officer or person as shall be appointed for that purpose by the Council 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 the Council or of the Mayor. And the conduct or prosecution of any suit or information may, on the order of the Council or of the Mayor, be entrusted to an attorney.

Power to suspend temporarily certain portions of these By-laws.

71. Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council may be suspended *pro tempore* without notice, in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

Rates when due and payable.

1. All rates levied and imposed by the Council shall be held to be due and payable on and after such day or days as the Council shall by resolution from time to time appoint.

When payable.

2. All such rates shall be paid at the Council Chambers, during the hours appointed by the Council for that purpose, being the ordinary office hours of the Council.

Defaulters.

3. Every person not paying his or her rates as aforesaid within thirty days after any of the days so appointed for payment thereof shall be deemed a defaulter, and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

Mayor to enforce payment.

4. It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law or by issuing warrants of distraint upon the goods and chattels of the defaulter.

Bailiff—how appointed.

5. The Bailiff of the Borough shall be appointed by the Council, and may at any time be removed by them.

Duties of Bailiff.

6. It shall be the duty of the Bailiff to make levies by distraint for the recovery of rates, in the manner hereinafter provided.

Warrant of distress.

7. All levies and distresses shall be made under warrant, under the hand of the Mayor or of any Alderman who may for the time being be authorized to perform the duties of that office; such warrant to be in the form or to the effect of the Schedule hereunto annexed and marked with the letter A.

Inventory.

8. At the time of making a distress, the Bailiff shall make a written inventory in the form or to the effect of the Schedule annexed hereto marked B, which inventory shall be delivered to the occupant of the land or premises or the owner of the goods so distressed, or to some person resident in 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 deliver a copy of such inventory to the Council Clerk of the Borough.

Distress and sale, &c.

9. It shall be lawful for the Bailiff or his deputy and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof. And if the sum for which any such distress shall be made or taken together with the costs of such distraint shall not be paid on or before the expiration of the following day, the Bailiff or his deputy may, between the hours of eleven in the morning and two in the afternoon on the next day thereafter, cause the goods so distrained, or a sufficient portion thereof, to be sold by public auction, either on the premises or at such other place within the Borough as the 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 the costs of such distraint, to the owner of the goods so sold, on demand by such owner.

Goods may be impounded.

10. The Bailiff on making a distress as aforesaid may impound or otherwise secure the goods and chattels so distrained, of what nature or kind soever, in such part of the land or premises chargeable with the rate, or in such other place as shall be most fit and convenient for that purpose; and it shall be lawful for any person whomsoever, after the expiration of the following day hereinbefore mentioned, to come and go to and from such part of the said land and 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 to direct order of sale.

11. 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 directions.

Proceeds of distress.

12. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress, within twenty-four hours after having received the same.

Deputy.

13. The Bailiff may, with the sanction in writing of the Mayor, or in his absence with the sanction of the Treasurer of the Borough, authorize by writing under his hand any person to act temporarily as his deputy; and the person so authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his surties shall in every such case be held responsible for the acts of such deputy.

Costs.

14. There shall be payable to the Bailiff for every levy and distress made under these By-laws, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of distress.

I, _____, Mayor of the Borough of East St. Leonards, do hereby authorize you, _____, the Bailiff of the said Borough, or your deputy, to distrain the goods and chattels in the dwelling-house, or in and upon the land or premises of _____, situate at _____, for _____, being the amount of rates due to the said Borough to the _____ day of _____, for the said dwelling-house, land, or premises (as the case may be), together with the costs of this distraint, and to proceed thereon for the recovery of the said rates and costs according to law.

Dated this _____ day of _____, 18 ____.

Mayor.

SCHEDULE B.

Inventory.

I HAVE this day, by virtue of the warrant under the hand of the Mayor of the Borough of East St. Leonards, dated _____ 18 ____, of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house, or in or

upon the land or premises of _____, situate at _____, within the said Borough, for _____, being the amount of rates due to the said Borough, to the _____ day of _____, and also the costs of this levy.

Dated this _____ day of _____, 18 ____.

Bailiff.

SCHEDULE C.

Costs.

	s.	d.
For making every entry and inventory	2	6
For man in possession for a period longer than two hours	6	0
For man in possession every other day or part of a day	6	0
For sale and delivery of goods, one shilling in the pound on the gross proceeds of the sale, in addition to the costs of advertisements (if any).		

PART III.

PREVENTING AND EXTINGUISHING FIRES.

Fire or combustible materials.

1. Every person who shall place, or 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 any buildings, shall on conviction for every such offence forfeit and pay a penalty of 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.

Setting fire to matter without notice.

2. Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air within five yards of any dwelling-house or other building, or boundary or dividing fence, without having given notice in writing to the occupiers of the land adjoining to the land upon which such matter shall be of his intention so to do, or between the hours of six in the afternoon of any day and six in the morning of the following day, shall for every such offence forfeit a sum not exceeding five pounds.

Fire-works.

3. Every person who shall discharge any fire-arms without lawful cause, or who shall light any bonfire, tar-barrel, or fire-works upon or within ten yards of any public or private street or any public place, or shall sell gunpowder, squibs, rockets, or other combustible matter, by gas, candle, or other artificial light, shall forfeit a sum not exceeding five pounds.

Wilfully setting fire to chimneys.

4. Every person who shall wilfully set or cause to be set on fire any chimney-flue, smoke-vent, or stove-pipe, herein called in common "chimney," shall forfeit a sum not exceeding 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 for an indictable offence.

Negligently suffering chimneys to be on fire.

5. If any chimney accidentally catch or be on fire, the person occupying or using the premises in which such chimneys are situated shall forfeit a sum not exceeding 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 nowise owing to the omission, neglect, or carelessness, whether with respect to cleansing such chimney or otherwise, of himself or his servant.

PART IV.

PUBLIC VEHICLES.

Fixed charges on public vehicles.

1. On and upon the first day of July next there shall be paid to the Council Clerk, for the benefit of the Borough, by the owner or owners of every public vehicle plying or carrying passengers for hire within the Borough, for every such public vehicle, an annual charge according to the scale specified in Schedule A hereto.

Days of payment, &c.

2. Every such charge shall be payable in advance annually or half-yearly according to the option of such owner. The days of payment of every such charge as aforesaid, when paid half-yearly, shall be the first day of January and the first day of July in each and every year. Every such half-yearly or annual payment, whether made on any of the before-mentioned days or at any other time, shall operate until the expiration of the then current half-year or year, as the case may be, and no longer.

Public vehicles licensed in Sydney entitled to ply on paying charges.

3. Every public vehicle duly licensed by the Municipal Council of the City of Sydney shall be entitled to ply or carry passengers for hire within the Borough, on production by the owner or owners thereof, or by some person on his or their behalf, of the license of such public vehicle, and on payment of the aforesaid charge.

Certificate of payment.—Driver to produce certificate when required.

4. On the making of every such payment as aforesaid, there shall be given to the person or persons making the same a certificate in the form or to the effect of Schedule B hereto. And the driver of such public vehicle shall at all times have the said certificate ready to produce, and shall produce the same when so required by the Council Clerk or other officer of the Council; and every such driver not producing such document when required shall, for every such offence, forfeit and pay a penalty of not more than one pound nor less than five shillings.

Penalties for plying, &c., if charges not paid—Proviso as to substitute vehicles.

5. The owner and driver respectively of any public vehicle, for or in respect of which such charge shall not have been paid as aforesaid, and which shall ply or carry passengers for hire in the Borough or any part thereof, shall forfeit and pay for the first offence a sum of not more than one pound nor less than ten shillings; and for a second offence and every subsequent offence, a sum of not less than one pound nor more than five pounds. And any person who shall act as the driver of any public vehicle shall be considered as the driver of such public vehicle for all the purposes of this By-law. And any such public vehicle which shall have been driven to or from any public stand for licensed vehicles appointed or to be appointed within the Borough, shall be deemed to have plied for hire or passengers within the meaning of this By-law: Provided however that nothing herein contained shall prevent the lawful use of any public vehicle which, in accordance with the By-laws of the City of Sydney or of the Municipal Council thereof, may have been put in use instead of any other public vehicle in respect of which such charge as aforesaid shall have been paid to the Council Clerk of the Borough, and which said last-mentioned public vehicle shall not at the time be plying or carrying passengers within the Borough.

Interpretation.

6. Whenever the words "public vehicle" shall be used in these By-laws, the same shall be understood to mean either an omnibus, omnibus car, or car; and an omnibus shall mean any vehicle upon four wheels drawn by two or more horses, for which an omnibus license shall have been taken out in the city of Sydney; an omnibus car, any public vehicle upon four wheels drawn by one horse, for which a similar license shall have been so taken out in the said city; and a car, any vehicle upon two wheels for which a license shall have been so taken out.

SCHEDULE A.

For every public vehicle plying for passengers—rate	£	s.	d.
per annum	3	0	0

SCHEDULE B.

Certificate.

No. _____ Municipal Council Chambers, East St. Leonards, 18 .

This is to certify that _____, of _____, the owner of the public vehicle licensed by the Municipal Council of the City of Sydney, numbered _____, according to such license, has paid the sum of £ _____ being the charge required by the By-laws of this Borough to be paid for such public vehicle for the period of _____; and that the said public vehicle is authorized to ply or carry passengers for hire within the Borough, until the _____ day of _____ next.

Council Clerk.

PART V.

COLLECTION AND MANAGEMENT OF TOLLS.

Tolls established.

1. Tolls to the several amounts hereinafter prescribed shall be demanded, paid, and taken at the toll-gate mentioned and described in Schedule A hereto.

Collector's tenure of office.

2. A Collector shall be appointed by resolution of the Council of the said Borough, for such toll-gate, and shall be removable by a like resolution.

Sureties for Collector.

3. Such Collector shall find two sureties to the satisfaction of the Mayor, to the extent of fifty pounds, for the faithful performance of his duty.

Payment and recovery of tolls.

4. All such tolls shall be paid to the Collector thereof, to be appointed as aforesaid, in such several amounts for the respective animals or vehicles as are specified in Schedule B hereto; and if any person, liable to the payment of such toll, other than those exempted from toll as hereinafter provided, shall, after demand thereof, neglect or refuse to pay any such toll, the Collector thereof may prevent such person, or any such horse, beast, cattle, carriage, or other vehicle, in respect of which any such toll is payable, from passing through or by, or from being ridden, led, or driven through or by such toll-gate.

Exemption from toll.

5. No toll shall be demanded or taken, by virtue of this By-law, for any horses or carriages belonging to, or conveying or attending, or going to attend or convey, or returning from having conveyed or attended the Governor of the said Colony for the time being, nor of or from any of Her Majesty's Officers or soldiers being in proper staff, or regimental or military uniform, dress or undress, nor for any horse ridden, or any horse or carriage then employed by such officer or soldier upon or for Her Majesty's Service, or returning from such employment; nor of or from any member of any Corps of Volunteers going to or returning from exercise as such, for any horse ridden by such member, or for any gun-carriage, waggon, or other vehicle belonging to any such Corps, or then being employed exclusively for the purposes of the same, or returning from such employment, and not otherwise employed, nor for any horses, carriage, or other vehicle of or belonging to the Government or to the Council of the Borough, and then employed in the service of the said Government or Council, nor of or from any member of the Police Force being on actual duty, or prisoners under the charge of such member of the Police Force, or for any horse or carriage exclusively employed in carrying such member of the Police Force or prisoner or their baggage respectively, or returning from such employment, and not otherwise employed; nor of or from any minister of religion; nor of or from any person going to or returning from attending at a funeral, or going to or returning from any place of worship, on Sunday, Good Friday, or Christmas Day, for any horse or private vehicle ridden or driven by such minister or person; or for or in respect of any horse, beast, carriage, or other vehicle carrying the Post Office Mails; nor for any animal driven or going to or from water or feed; nor for any horse, carriage, or other vehicle which shall only cross the road beyond the said toll-gate, or shall not pass on any such road above the distance of two hundred yards: Provided always that every such member as aforesaid of any Volunteer Corps or of the Police Force shall have his dress and accoutrements according to the regulations of such Corps or Force for the time being.

False claim of exemption.

6. If any person shall claim or take the benefit of any of the exemptions from toll hereinbefore mentioned, not being entitled to the same, he shall on conviction forfeit and pay for every such offence a penalty of not less than one pound nor more than five pounds.

Evasion of toll.

7. If any person shall, with any horse, cattle, beast, or carriage, go off or pass from any street or road through or over any land or ground near to or adjoining thereto not being a public highway, and such person not being the owner, occupier, or servant, or one of the family of the owner or occupier of such ground, with intent to evade the payment of any toll payable under this Part of these By-laws,—or if any owner or occupier of any such land or ground shall knowingly or willingly permit or suffer any person (except as aforesaid) with any horse, cattle, beast, or carriage whatsoever, to go or pass through or over such land or ground, with the intent to evade any such toll,—or if any person shall give or receive from any person other than the Collector of such toll, or shall forge, counterfeit, or alter any note or ticket hereby directed to be given, with intent to evade the payment of any such toll or any part thereof,—or if any person shall fraudulently or forcibly pass through or by such toll-gate with any horse, cattle, beast, or carriage, or shall leave upon such street or road any horse, cattle, beast, or carriage whatsoever, by reason whereof the

payment of any toll shall be avoided or lessened, or shall take off or cause to be taken off any horse or other beast or cattle from any carriage, either before or after having passed through, by, or over such toll-gate, or having passed through or by the same shall afterwards add or put any horse or other beast to any such carriage and draw therewith upon any part of such street or road so as to increase the number of horses or other beasts drawing the said carriage after the same shall have so passed, whereby the payment of all or any part of the toll shall or may be evaded,—or if any person shall do any other act whatever in order or with intent to evade the payment of all or any of such toll and whereby the same shall be evaded,—every person shall for every such offence forfeit and pay any sum not less than five shillings nor more than five pounds.

Toll-board.

8. The Council shall cause to be put up and continued on some conspicuous place at or near such toll-gate as aforesaid, so that the same shall be visible to public view, a table painted in distinct and legible black letters at least two inches in length and of a breadth in proportion, on a board with a white ground, containing on the top thereof the name of the toll-gate at which the same shall be put up, and also containing a list of the tolls payable thereat, distinguishing the several tolls and the different sorts of animals or vehicles for which they are to be paid; and the said Council shall also cause to be provided tickets denoting the payment of the toll, and on such several tickets shall be specified the name of the toll-gate at which the same shall be delivered, and one of such tickets shall if demanded be delivered gratis by the Collector to every person paying any toll.

Collector's board—Offences by Toll-collector.

9. The Toll-collector at such toll-gate as aforesaid shall place or cause to be placed on some conspicuous place at or near such toll-gate, and so that the same shall appear to public view, his christian name and surname, painted in black on a board with a white ground, each of such letters of such name to be at least two inches in length and of a breadth in proportion; and such board shall be and remain at such toll-gate during the whole of the time during which the person whose name shall be expressed thereon shall be on duty thereat; and if any such Collector shall not place such board and keep the same there during the time he shall be such Collector as aforesaid,—or shall demand and take a greater or less toll from any person than he shall be authorized to do by virtue of this Part of these By-laws,—or shall demand or take a toll from any person or persons who shall be exempt from the payment thereof and claim such exemption,—or shall refuse to permit or suffer any person or persons to read, or shall in anywise hinder any person or persons from reading the inscriptions on any board put up or kept hereunder,—or shall refuse to tell his christian name and surname to any person or persons who shall demand the same on being paid the said tolls or any of them, or shall in answer to such demand give a false name or names,—or shall refuse or when required omit to give the person paying the toll a ticket denoting the payment thereof, and naming and specifying the toll-gate at which the same has been delivered, or upon the legal toll being paid or tendered shall unnecessarily detain or wilfully obstruct, hinder, or prevent any passenger from passing through or by such toll-gate,—or shall make use of any scurrilous or abusive language to any passenger,—every such Collector shall on conviction forfeit and pay for every such offence a penalty not exceeding five pounds.

10. Every such Collector of tolls shall keep and render such accounts of all his receipts for such tolls as the Council or the Finance Committee thereof may from time to time direct or require, and shall pay over all such receipts at such times and to such officer of the Council as the said Council may from time to time direct.

SCHEDULE A.

EAST ST. LEONARDS TOLL-GATE.

Situated on the Milsom's Point Road, at the junction of that road and the road to Neutral Bay, opposite the corner of the fence round Brisbane House.

SCHEDULE B.

SCALE OF TOLLS.

	s.	d.
For every sheep, lamb, pig, or goat, the sum of.....	0	0½
For every ox or head of neat cattle	0	1
For every horse, mare, gelding, ass, or mule	0	2
For every cart, dray, or other such vehicle with two wheels, drawn by—		
One horse or other animal	0	3
Two horses or other animals	0	4
Three horses or other animals	0	5
Four horses or other animals.....	0	6

	s.	d.
For every horse or other animal above four, drawing a cart, dray, or other such vehicle with two wheels ..	1	0
For every wain, waggon, or other such carriage, with four wheels, drawn by—		
Two horses or other animals	0	8
Three horses or other animals	0	9
Four horses or other animals	0	10
And for every horse or other animal above four drawing a waggon or other such carriage with four wheels	0	2
For every gig, chaise, or other such carriage with two wheels, and drawn by—		
One horse or other animal	0	6
Two horses or other animals	0	9
For every coach, chariot, or other such carriage with four wheels, and drawn by—		
One horse or other animal	0	9
Two horses or other animals	1	0
Three horses or other animals	1	3
Four or more horses or other animals	1	6

PART VI.

STREETS AND PUBLIC PLACES, PUBLIC HEALTH, DECENCY, &c.

New roads to be reported upon.

1. No new public road, street, way, or other place proposed to be dedicated to the public, shall be taken under the charge or management of the Council until after such road, street, way, or place shall have been examined by the Improvement Committee or other Committee appointed for this purpose, and reported upon to the Council by such Committee.

Plan of proposed new road, &c., to be deposited.

2. Whenever any proprietor or proprietors of land within the Borough shall open any road, street, or way, or lay out any place for public use or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management thereof, 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, or other public place as aforesaid.

Dedication of new roads.

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 of the Council, and the proprietor or proprietors shall execute such further instrument, dedicating such road, way, or place to public use or recreation as aforesaid, as may be considered necessary by the Council, which said instrument shall be preserved as a record of the Council.

Who to mark out roads, &c.

4. The Surveyor of the Borough, or other officer or person duly authorized by the Council in that behalf, shall be the proper officer for marking 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, and the carriage or foot ways in each of such roads, streets, lanes, or thoroughfares.

No encroachment allowed on streets, &c.

5. Whenever any road, street, or lane has been marked out in manner herein provided, no house, shop, fence, or other structure shall, except as hereinafter mentioned, be allowed to project or encroach on any part thereof. And it shall not be lawful for any person to erect or put up any building, erection, obstruction, fence, or enclosure, or to make any excavation, hole, &c., or opening in, under, upon, or near to any such road, street, lane, or thoroughfare, unless the consent of the Council has been obtained to the erecting or making of any such building, erection, obstruction, fence, or enclosure, excavation, hole, or opening as aforesaid; and every person offending against this By-law shall forfeit and pay for the first offence a sum not exceeding five pounds nor less than forty shillings, and for the second and every subsequent offence a sum not exceeding ten pounds nor less than three pounds.

No balcony, &c., to project more than

6. No balcony shall be erected so as that the same or any part thereof shall project or hang over the footway of any street, road, or thoroughfare which shall be less than forty feet in width; and no balcony which shall project or hang over any street, road, or thoroughfare shall be more than five feet wide nor less than ten feet in height from the bottom of the floor-joists to the proper level of the footway; and every person who shall offend against this By-law shall on conviction forfeit and pay a sum not exceeding five pounds nor less than one pound for every day that such balcony shall be allowed to remain after such conviction.

Footways may be levelled.

7. When any footway shall have been marked out in manner herein directed, the Surveyor or other person as aforesaid 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 may remove any flagging, steps, or other matter, thing, or obstruction that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for the said footway.

Encroachments to be removed on notice.

8. The Surveyor or such other officer or person as aforesaid may, at any time, on the order of the Council and upon due notice of thirty days, direct the removal of any building, fence, or other obstruction or encroachment in or upon any road, street, lane, or thoroughfare under the charge of the Council. Notice shall in this case be served either personally, or at the usual or last known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same or caused it to be erected.

Council may remove at expense of offender, or proceed for breach of By-law.

9. In any case when after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing or permitting the same shall not remove it within thirty days after the service of the said notice, it shall be lawful for the said Council to direct the removal of the same, under the superintendence of its own proper officer and at the cost of the person so offending (provided that the expenses hereby incurred shall in no case exceed the sum of ten pounds); or at the option of the Council to proceed against the offender for breach of By-law; the penalty for the first offence not to exceed twenty-five pounds nor to be less than twenty shillings, and for the second and every subsequent offence a sum not exceeding twenty-five pounds nor less than five pounds.

Or may proceed by action.

10. In any case where the obstruction or encroachment cannot be removed unless than at a greater cost than ten pounds, it shall be open to the Council either to direct such removal and to pay all the costs thereof above ten pounds from the funds of the Borough, or to proceed by action of trespass against the person causing such obstruction or encroachment.

To apply to obstructions by digging, &c.

11. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation.

The Improvement Committee to fix street levels, &c.

12. The Improvement Committee, or any officer of the Council acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the level of all public roads, streets, and ways within the Borough, and the carriage-ways and footways thereof: Provided that there shall be no change of levels in any such public road, street, or way until the same shall have been submitted to and certified by the Council as hereinafter directed.

Change of street levels.

13. Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, the Improvement Committee shall cause a plan and section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Borough that such plan is open for inspection. At a subsequent meeting of the Council, the said plan and section shall, if adopted, be signed by the Mayor or Chairman of such meeting and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

No turf, gravel, &c., to be removed from streets without permission.

14. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, gravel, sand, loam, or other material, in or from any part of the carriage or foot way of any street or road, or other public place within the said Borough, without leave first had and obtained from the Council or from the Mayor, or who shall wantonly break up or 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.

Temporary stopping of traffic for repairs, &c.

15. The Mayor 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 such street, lane, or thoroughfare, or by destroying or removing any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty or sum of not less than five shillings nor exceeding five pounds for every such offence.

Cellars or openings beneath the surface of footways prohibited.

16. Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any street or public place, unless the plans thereof have been previously submitted to and approved by the Council, and the erections and openings made to the satisfaction of the Council, shall on conviction forfeit and pay the sum of five pounds over and above the expense of filling up or removing such cellar, opening, door, or window.

Holes to be enclosed.

17. Any person 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 street or 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 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 Surveyor or other officer or person as aforesaid,—or shall keep up, or cause to be kept up and continued any such enclosure for any time longer than shall be necessary in the opinion of the Surveyor or other officer or person as aforesaid, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure,—shall forfeit and pay for every such refusal or neglect any sum not less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining the footways to be enclosed, under penalty.

18. Every owner or occupier of any house, building, premises, or land within the said Borough having any entrance, area, garden, or other open space adjoining the footway of any street or public place in such Borough, or any quarry, excavation, or opening in the ground, or any premises within six feet of any such footway or public place, shall protect or guard the same by good and sufficient fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and any such owner or occupier of any house, building, premises, or land having any steps adjoining the footway of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent danger to persons passing and repassing; and on failure thereof, any such owner or occupier shall, as often as he shall be convicted of such offence, forfeit and pay any sum not being less than forty shillings nor more than five pounds; and every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid within one week after any such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

Wells to be covered over.

19. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway, or at the side thereof, or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the Council, or shall have been left for such person at his or her usual or last known place of abode, or on the said premises, shall, on conviction, forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

Throwing filth on roads, driving carriages, and leading horses on footways.

20. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or remain, any dead animal, offal, dung, soil, ashes, rubbish, or any other filth or annoyance, or any matter or thing, in or upon the footway or carriage-way of any street, road, lane, 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 shall run or flow upon or over, or be on 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 the footway of any street, road, or public place, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow 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, and for the second and every subsequent offence a sum not exceeding five pounds nor less than ten shillings.

Throwing filth into watercourses.

21. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning such animal, into any public watercourse, waterhole, bay, creek, or canal, or shall obstruct or divert from its channel any sewer, canal, or water-

course, shall forfeit a sum not exceeding five pounds nor less than ten shillings, and shall, in addition to such penalty, pay the cost of removing such filth or obstruction, or of restoring such watercourse, sewer, or canal to its proper channel.

Damage to public buildings.—Extinguishing lamp, &c.

22. Any person who shall damage any public building, lamp, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or other property of the Borough, or improperly extinguish any lamp set up for public or private convenience, shall pay the cost of repairing the same; and if the same be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds, in addition to the cost of repairing the same.

Cleansing private avenues.

23. Any owner or occupier of any house or place 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 forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Placing dead animals on premises.

24. Any person who shall place, or shall cause or suffer to be placed upon any land or premises within the Borough any dead animal, blood, offal, night-soil, or any other offensive matter, so as to become a nuisance to the inhabitants thereof, shall on conviction suffer and pay a penalty not exceeding five pounds nor less than ten shillings for every such offence.

Allowing dead animals to remain on premises.

25. Any owner or occupier of any land or premises who shall suffer or permit any dead animal, blood, offal, night-soil, or any other offensive matter to remain upon the said land or premises after notice shall have been given to remove the same, shall be subject to a penalty not exceeding two pounds nor less than ten shillings for every day that the same shall so remain.

Hog-sties and nuisances not removed on notice, &c.

26. In case any privy, hog-sty, or any sink, cesspool, yard, or enclosure, or any matter or thing which shall at any time be in any place within the Borough, shall be or become a nuisance, it shall be lawful for the Council, after due investigation, by notice in writing to order the removal of the said nuisance within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance is situated, 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 owner or occupier refusing or neglecting to remove or abate such nuisance pursuant to such notice, and to the satisfaction of the Council, shall forfeit and pay a sum not exceeding ten pounds nor less than forty shillings. And it shall be lawful for the Council to indict, or cause to be indicted, for such nuisance, such person so neglecting or disobeying any such notice at the then next Court of General Sessions to be held nearest the Borough; and on such person or persons being found guilty thereof, such nuisance or nuisances shall be removed, taken down, and abated according to the law with regard to public or common nuisances; and the person so offending shall be subject to such punishment for the misdemeanor as the Court shall direct.

Hours for removing night-soil, &c.

27. Any person who shall remove any night-soil or ammoniacal liquor, bones, or other offensive matter, or shall come with carts or carriages for that purpose, between the hours of six o'clock in the morning and eleven o'clock at night, or shall at any time remove any such night-soil or ammoniacal liquor otherwise than in properly covered and water-tight carts or vehicles, or in such a manner so as to upset, cast, spill, or strew any of the said night-soil, ammoniacal liquor, slop, urine, or filth, in or upon, or near to any of the streets, roads, public places, or footways of the Borough,—or shall deposit or throw night-soil, ammoniacal liquor, bones, or other offensive matter, nearer to any street, road, or dwelling-house than shall from time to time be directed by the Council, or by the Inspector of Nuisances, or shall allow vehicles used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall from time to time be directed by the Council or Inspector,—shall upon conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound; and in case the person or persons so offending cannot be found, then the owner or owners of such carts, carriages, or other vehicles employed in and about emptying or removing such night-soil, bones, or other offensive matter, and also the employer or employers of the person or persons so offending, shall be liable to and forfeit and pay such penalty as aforesaid.

Placing carriages, goods, &c., on footways—Not removing when required.—Replacing the same after removal.

28. Any person who shall set or place, or cause to be set or placed, any stall-board, chopping-block, show-board, 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 any carriage or foot way, in any street, road, or public place within the Borough,—or shall set, lay out, or place, or cause to be set, laid out, or placed, any coach, cart, wain, waggon, dray, barrow, sledge, truck, or other carriage upon any such carriageway, except for the necessary time of loading or unloading the same, or taking up or setting down any fare, or waiting for passengers when actually hired, or while actually engaged in 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, upon, or over any such carriageway or footway, any stone, brick, lime, timber, or other materials or things for building (except as hereinbefore provided),—or who shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or any other matter or thing whatsoever, from any house or premises, over any part of any such footway or carriageway, 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 house or front, or any other part of any house or houses, or other buildings or premises, over or next unto any such street, road, or public place, and shall not immediately remove the same upon being required so to do by the Council or an officer thereof,—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, barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matter or thing, 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, cart, wain, waggon, dray, truck, barrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid) in or upon or over any such carriage or foot way of or next unto any such street, road, 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, and for the second and every subsequent offence a sum not exceeding five pounds nor less than ten shillings.

Not to prevent the erection of awnings.

29. Nothing in these By-laws contained shall be deemed to prevent any person from placing a movable awning in front of his or her shop or house; provided that such awning be at least eight feet high above the proper level of the footway, and that the posts be kept close up to the kerbstone or outer edge of such footway, and that the said posts and any frame-work be erected to the satisfaction of the Council, and as may from time to time be directed.

Burning shavings, &c., in streets.

30. Any person who shall burn any shavings, rubbish, or any other matter or thing, in any road, street, lane, or public place, or who shall within ten yards from any dwelling-house, burn rags, bones, corks, or other offensive substance, shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than five shillings.

Drawing or trailing timber, &c.

31. Any person who shall haul or draw, or shall cause to be hauled or drawn, upon any of the streets, roads, or public places, any timber, stone, or other material or thing, otherwise than upon wheeled carriages or barrows, or shall suffer any timber, stone, or other material or thing which shall be carried principally or in part upon any wheeled carriage or barrow, to drag or trail upon any part of any such street, road, or public place, to the injury thereof, or to hang over any part of such carriage or barrow so as to occupy or obstruct the street or road beyond the breadth of the said carriage or barrow, shall upon conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than ten shillings over and above the damage occasioned thereby.

Riding in drays, careless driving, &c.

32. If the driver of any waggon, wain, cart, or dray of any kind, shall ride upon any such carriage in any street, road, or thoroughfare, 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 a distance from such carriage, or in such a situation, whilst it shall be passing upon such street, road, or thoroughfare, 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, street, or thoroughfare,—or if any person shall in any manner wilfully prevent any other person or persons from passing him, or any carriage under his care, upon such street, road, 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 for every such offence a sum not exceeding forty shillings nor less than ten shillings.

Riding or driving furiously.

33. 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 five pounds nor less than two pounds.

Swine, &c., not to wander about streets.

34. Any person who shall breed, feed, or keep any kind of swine, in any house, yard, or enclosure, situate and being in or within fifty feet of any street or public place in the Borough, or who shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any other animal of like nature belonging to him or under his charge, to stray or to go about, or to be tethered or depastured in any street, road, or public place within the Borough, shall forfeit and pay for every such offence, a sum not exceeding forty shillings nor less than five shillings: Provided that if after due inquiry shall have been made and the owner thereof cannot be discovered, it shall be lawful for the said Council to cause to be destroyed any swine or goats so straying or injuring property of any description.

Placards not to be affixed on walls, &c., without consent.

35. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, fence, or other erection, nor deface any such wall, house, fence, or erection, by chalk or paint, or in any other manner, unless with the consent of the owner thereof; and every person who shall be guilty of any such offence shall forfeit and pay a sum not exceeding twenty shillings nor less than five shillings.

No rock to be blasted without notice to the Council Clerk.

36. Any person who shall be desirous of blasting any rock within fifty yards of any road, street, public place, or dwelling, shall give notice in writing twenty-four hours previously to the Council Clerk, who shall appoint a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the Council Clerk, he shall on conviction forfeit and pay for every such offence any sum not less than one pound nor more than ten pounds.

Throwing slops on the carriage and foot ways.

37. Any person who shall cast or throw, or shall cause, suffer, or permit to be cast or thrown upon any footway or carriage-way, any soapsuds, slops, or refuse water, or any refuse vegetables, or any other matter or thing,—or shall cause or suffer or permit the same to run or flow from any premises in his or her occupation over any such footpath or carriage-way—shall, for every such offence suffer and pay a sum not exceeding two pounds nor less than five shillings.

Penalty for not removing offensive matter on notice.—Council may abate nuisances.—Right of entry for such purpose.

38. Any person who shall suffer any waste or stagnant water, or any muck, filth, soil, or other offensive matter, to remain in any cellar or place within any dwelling-house or premises in the said Borough for the space of twenty-four hours after written notice to him from the Inspector of Nuisances or other officer of the Council to remove the same, or shall allow the contents of any water-closet, privy, or cesspool to overflow or soak therefrom, shall for every such offence forfeit and pay a sum not exceeding forty shillings nor less than ten shillings, and a further sum of ten shillings for every day during which the offence shall be continued. And the Council may remove, or abate, or cause to be removed or abated every such nuisance, and do what shall be needful for preventing a continuation or recurrence thereof; and the officers of the said Council shall for such purpose have power from time to time to enter any house or premises, and the expense incurred in carrying out the provisions of the By-law shall be repaid to the said Council by the occupier or owner of the premises upon which the same exists, and be recoverable from either of them, together with the penalties aforesaid, and the costs of recovering the same, before any two Justices of the Peace in a summary manner, in pursuance of the provisions of the Act or Acts in force for the time being regulating summary procedure before Justices, in case such occupier or owner, on being summoned before any such Justices as aforesaid, shall neglect or refuse to pay the same.

Cleansing butchers' shambles, &c.

39. For prescribing 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 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' shops, soap and candle manufactories, &c., fellmongering establishments, and tanneries, in the said Borough, and to give such directions concerning the cleansing of the same respectively, both within and without, as to him shall seem needful. And any butcher, or the owner or occupier of any such butchers' shops, tannery, manufactory, or establishment, who shall refuse or neglect to comply with such directions

within a reasonable time, shall forfeit and pay a sum not exceeding five pounds nor less than one pound.

Inspection of premises.

40. Upon the reasonable complaint of any householder that the house, premises, yards, closets, or drains of the adjoining or neighbouring 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.

Inspector may impound.

41. The Inspector of Nuisances, or any other person duly authorized by the Council, shall have the power to impound in the Public Pound all animals of every description found straying in the Borough of East St. Leonards.

Bathing prohibited within certain limits.

42. Any person who shall bathe near to or within view from any inhabited house, or from any public wharf, quay, 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 for every such offence a sum not exceeding twenty shillings; and it shall be lawful for any constable to arrest any person who shall be found bathing contrary to the provisions hereof, and such person to convey before any Justice of the Peace, to be dealt with according to law.

Indecent exposure of person.

43. Any person 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.

Houses of ill fame.

44. Upon representation by any ratepayer that any house or premises within the Borough and near to the residence of such ratepayer is of ill fame, it shall be lawful for the Mayor to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupation of all the inmates of the said house and premises; and upon non-compliance with such request, or if the Mayor shall consider the house to be one of ill fame, he shall declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice. And if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds. And if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house, or other person residing or being therein as aforesaid, shall for every such third offence forfeit and pay a sum not less than ten pounds nor more than fifty pounds, and a further sum of ten pounds for every further period of forty-eight hours during which such nuisance shall continue.

Inspector of Nuisances may take legal proceedings.

45. The Inspector of Nuisances may take legal proceedings against any person or persons committing any offence or offences against any of the By-laws of the said Borough.

Penalties to be paid over to Treasurer.

46. All penalties under any of the By-laws shall be paid over to the Treasurer of the Borough, to be appropriated as the Council may direct.

"Mayor" to signify an Alderman acting as Mayor.

47. Whenever in any of the By-laws the word "Mayor" is made use of, it shall, unless the context shall indicate a contrary intention, be construed also to signify and include any Alderman lawfully acting for the time being in the place or stead of the Mayor.

As to interference with officer of Council in enforcing By-laws.

48. Any person who shall obstruct or interfere with any officer of the Council or other person doing or performing any duty or act under any of the By-laws of the said Borough, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

Passed by the Municipal Council of the Borough of East St. Leonards, this ninth day of May, A.D. 1872.

EDWD. LORD,

Mayor.

GEORGE L. COLEMAN,
Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF DARLINGTON—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 22nd October, 1872.

BOROUGH OF DARLINGTON.

BY-LAWS.

THE following By-laws, made by the Council of the Borough of Darlington, for regulating their own proceedings—for the collection of rates—for preventing and extinguishing fires and preventing accidents—for regulating public vehicles and public exhibitions—for the care and management of the public roads and streets—promotion of health and cleanliness—and for the general good rule and government of the Municipality,—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.

HENRY PARKES.

INDEX TO THE BY-LAWS OF THE BOROUGH OF
DARLINGTON.*The Preamble.*PART I.—PROCEEDINGS OF THE COUNCIL AND COMMITTEES,
DUTIES OF OFFICERS, SERVANTS, &c.

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BY-LAWS OF THE BOROUGH OF DARLINGTON.

SUBURBAN TO SYDNEY ON THE SOUTH.

PART I.

PROCEEDINGS OF THE COUNCIL AND COMMITTEES, DUTIES OF OFFICERS, SERVANTS, &c.

1.—General duties of the Mayor or presiding officer.

(1.) The Mayor or presiding officer shall preserve order, and his decision on all disputed points shall be final, but he is to state his decision without argument or comment.

(2.) The Mayor or presiding officer may take part in all the proceedings of the Council.

(3.) The Mayor or presiding officer shall put all questions, and declare the sense of the Council thereon.

(4.) If two or members rise to speak at the same time, the Mayor or presiding Alderman shall decide which member is entitled to pre-audience.

(5.) The Mayor or presiding Alderman may, without waiting for the interposition of any member of the Council, call to order any member proceeding to speak a second time on the same question (except in explanation and without introducing any new matter). The member introducing a motion to have the right of reply, and every member shall have the liberty of speaking once on every amendment as well as on the original motion.

(6.) The Mayor or presiding Alderman shall, on every motion made and seconded, put the question first in the affirmative and then in the negative, and he may do so as often as may be necessary to enable him to form and declare his opinion from the show of hands as to which party has the majority.

2.—Meetings.

(7.) The Council shall meet for the dispatch of business at the hour of 7-30 p.m. on the first Thursday in every month, unless such day shall happen to be a public holiday; in the latter case the meeting shall be held on such other day as the Mayor may appoint.

(8.) If the Mayor be not present within thirty minutes after the time appointed for the meeting of the Council, an Alderman shall be elected Chairman for the time being.

(9.) In the event of a quorum not being present at such meeting within half an hour of the time appointed, the names of the Aldermen present shall be entered in the Minute Book by the Council Clerk, and reported to the next meeting.

(10.) In the months of February and August in each year, the Mayor shall lay before the Council, for its adoption, the Treasurer's account for the previous half-year, duly audited; but should any Auditor not attend for the purpose of auditing the accounts when required by the Council to do so, or refuse to certify to the correctness of the account, unless he can prove to the satisfaction of the Council that the account is incorrect, he shall pay a fine of five pounds nor less than one pound, to be recovered in a summary way before any two Justices of the Peace, the said fine to be carried to the credit of the municipal funds.

(11.) The first business at every monthly meeting of the Council shall be the reading, confirmation, and signing of the minutes of the last preceding meeting; and no discussion (except as to whether they are correct) shall be permitted on such minutes.

Second.—Correspondence to be read, and orders made thereon, if expedient.

Third.—Petitions (if any) to be read and dealt with.

Fourth.—Reports from Committees and minutes from the Mayor (if any) to be presented, and orders made thereon.

Fifth.—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 the Committees or officers, to be made.

Sixth.—Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.

Seventh.—Orders of the day to be disposed of as they stand on the business paper.

It shall, however, be competent to the Council, by a resolution and without any formal suspension of this section, to direct any particular motion or matter of business to stand over and have precedence at a future meeting.

3.—Special meetings.

At special general meetings of the Council the business shall be conducted in the same manner as at any ordinary meeting; the minutes shall be read and signed, and then the special matter entered on.

4.—Business paper.

Shall be made up for every ordinary meeting of the Council, special or otherwise, at least twenty-four hours before the time appointed for the meeting. The Council Clerk shall state briefly but clearly the nature of the business proposed to be transacted at such meeting: Provided always that at each such special meeting no other business than that for which it has been specially convened shall be dealt with.

5.—The business paper to be a record.

On every business paper, prepared as aforesaid, the Mayor or Chairman shall make a note in writing, stating the order in which the business shall be taken; and such entry shall be a record, which shall not be withdrawn or altered without consent of the Council.

6.—Motions how to be moved.

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 the paper, and be considered to have lapsed.

7.—*Absence of mover.*

No motion of which notice has been given shall be proceeded with in the absence of the Alderman in whose name it stands, except by a written proxy for that purpose, produced by some other Alderman.

8.—*Motions and amendments how carried.*

No motion or amendment of a motion, or any subsequent amendment, shall be discussed, unless and until such motion, amendment, or subsequent amendment shall have been seconded, nor until the same shall have been reduced into writing; nor shall any second or subsequent amendment be taken into consideration until the previous amendment or amendments shall have been disposed of.

9.—*If amended question carried, a further amendment may be moved thereon.*

If any amendment is carried, the question as amended shall become itself the question before the Council, and any further amendment upon such question then ceases.

10.—*As to further amendments.*

Any member of the Council who shall move an amendment upon an original question, or an original question as amended, may vary the terms of the same, in order to give it consistency, but not so as to alter the meaning thereof, so that no more than one question shall be before the Council at one time.

11.—*Motions for adjournment.*

No discussion shall be permitted on any motion for adjournment of the Council, and if upon the question being put the same is negatived, the subject then under consideration, or the next in order on the business paper, may be proceeded with, and shall be discussed or disposed of before any subsequent motion for adjournment shall be received.

12.—*Orders of the day.*

The orders of the day shall consist of any matter, other than motions on notice, which the Council shall at any previous meeting thereof have directed to be taken into consideration, or which the Mayor shall have directed to be entered on the business paper for consideration.

13.—*How they are to be dealt with.*

The Alderman who has the 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 party called upon to move the same: Provided that the Mayor may, as to any order of the day entered by his direction, arrange with and call upon any Alderman to move the same.

14.—*Petitions to be respectfully worded.*

14. Every Alderman presenting a petition must acquaint himself with the contents thereof, and must ascertain that it does not contain language disrespectful to the Council, and, in presenting it, must state the nature and prayer of it; and such petition shall only be received as that of the parties signing the same.

15.—*How petitions are to be dealt with.*

No motion other than for the reception of a petition shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be referred to a Committee, or 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 the subject of any petition, or such subject shall have been made an order of the day, and such petition be presented before such motion or order of the day be called on, such order of the day or motion (if otherwise unobjectionable) shall be considered first.

16.—*Correspondence.*

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 14 of these By-laws is imposed upon Aldermen presenting petitions. If not read, to be returned to the writer, and reported to the Council. The Mayor shall direct as to the order in which all correspondence shall be read, and no letter addressed to the Council or any of its officers shall be presented or read by any Alderman. If the Mayor be absent, and shall not have examined any such letters, or have given any such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

17.—*Section 15 to apply to letters.*

Section 15 of these By-laws shall be considered as fully applicable to letters addressed to the Council, or any of its officers, as to petitions.

18.—*Reports from Committees.*

Every report from a Committee shall be in writing, and signed by the Chairman of such Committee, or in his absence by some other member of the same.

19.—*Mayor's minutes.*

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 signed by him.

20.—*How reports, &c., are to be dealt with.*

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 that, if any Alderman shall have given due notice in reference to any such report or a minute, or if the consideration of such report or minute shall have been entered among the orders of the day, such order of the day or such motion, if otherwise unobjectionable, may be moved and 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 desirable that such report or minute should be 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 the 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 the Council Clerk to make the necessary entry on the business paper, and to give such due notice.

21.—*Questions and statements.*

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 1 No. 5 of this Part of these By-laws; and the same must be put categorically, without argument or statement of fact, and when a statement is made it must be without argument.

22.—*Notice to be given.*

Sufficient notice of every question must 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.

23.—*Answer not compulsory.*

It shall not be compulsory upon the Mayor or upon any Alderman so questioned as aforesaid, to answer the question so put to him. And 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 hereinafter 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.

24.—*Mode of addressing the Council.*

Every Alderman who shall make or second any motion, 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 case of a question, such question may, by permission of such Mayor or Chairman, be put directly to the Mayor 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. And no Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order as after provided.

25.—*Limitation as to number of speakers, &c.*

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.

26.—*Mover and seconder.*

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; but he must not digress from the subject under discussion, nor make personal reflections on, nor impute improper motives to any other Alderman.

27.—*Adjournment of debate.*

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 precedence on the resumption of the same.

28.—*Mayor to decide as to pre-audience or order.*

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, and upon all disputed points of order his decision shall be final.

29.—*Mayor may address the Council.*

The Mayor shall have the same right as any other Alderman to speak upon every subject or amendment.

30.—*Mayor may call Member to order, decide points of order or reject them.*

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, there shall be a necessity for so doing. And when called upon to decide points of order or practice, he shall state the provision, rule, or practice which he deems applicable to the case, without discussing or commenting upon the same; and whenever it shall be decided that any motion, amendment, or other matter before the Council is out of order, the same shall be rejected.

31.—*How questions to be put.*

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 the Council thereon.

32.—*Divisions—Penalty for refusing to vote.*

Any Alderman may call for a division, and the vote shall be taken by show of hands, and the names and votes of the Aldermen present when a division is called for who 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 five shillings nor more than two pounds.

33.—*Rules applicable to business in Committees.*

Sections 6, 12, 13, 14 and 15 of this Part of these By-laws shall be taken to apply to the business in Committee of the whole Council, except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

34.—*How call of the Council to be made.*

A call of the Council may be ordered by any resolution of which due notice shall have been given for the consideration of any notice or matter of business before such Council. And no motion the effect of which if carried would be to rescind any resolution, order, or decision of the Council, shall be entered on the business paper unless a call of the Council has been duly made and granted for such purpose.

35.—*Mode of proceeding.*

The call shall be made immediately before the motion or business for which such call has been ordered shall be moved or considered. The Council Clerk shall call the names of all the members in alphabetical order, 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 been previously granted, or if such an excuse in writing shall have been received by the Mayor or Council Clerk as the 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.

STANDING AND SPECIAL COMMITTEES.

36.—*Standing Committees.*

Besides such special Committees as may from time to time be found necessary, there shall be two standing Committees of the Council, each consisting of not less than three members, namely:—"A Finance Committee," and "An Improvement Committee."

37.—*Finance Committee.*

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 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.

38.—*Improvement Committee.*

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, 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.

39.—*Chairman of Committees.*

Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, who may direct the Council Clerk to call meetings whenever he shall think it desirable.

40.—*Costs of works to be estimated before they are undertaken.*

No works affecting the funds of the Borough, except as hereinafter is mentioned, shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

41.—*Cases of emergency and current expenses.*

In cases of emergency the Mayor may authorize the expenditure of any sum not exceeding five pounds, and such expenditure shall be reported to the Council at the next meeting, and the Mayor may order the payment of wages of labour for officers, servants, and labourers employed at fixed rates of payment by order of the Council.

42.—*Completion of work to be reported by Improvement Committee.*

No works undertaken by the Council shall be deemed to have been completed, and no order shall be made for the payment in full of the same, except upon a report or certificate to that effect from the Improvement Committee.

43.—*Common Seal how secured.*

The Common Seal shall be secured by a cover or box, which shall be kept at the Council Chambers in the custody of the Council Clerk. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk.

44.—*When and how Seal to be used.*

The Seal of the Corporation shall not be affixed to any document without the express authority of the Council, and every impression thereof so authorized shall be verified by the signature of the Mayor, or in case of the illness or absence of the Mayor, by two Aldermen, and countersigned by the Council Clerk.

45.—*How books of account, &c., are to be kept.*

All books, deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers, in the custody and care of the Council Clerk, who shall be responsible for the safe custody of the same, but the Mayor may for any special purpose authorize their removal.

46.—*Books, &c., not to be exposed to view or shown without leave.*

No member or officer of the Council, without the written permission of the Mayor, shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, unless as otherwise provided by law.

47.—*Penalty.*

Any member or officer who shall commit a breach of this section shall be liable on conviction to a penalty of not less than five shillings nor more than pounds.

48.—*Records not to be removed.*

Any person removing any such book, paper, or record from the Council Chambers without leave from the Mayor, in writing, first had and obtained, shall be subject 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, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of the same, as the circumstances of the case may warrant.

49.—*Penalty for defacing or destroying records.*

Any person destroying, defacing, or wilfully and improperly altering any books, papers, or record, shall for every such offence be liable to a penalty of ten pounds nor less than five pounds.

50.—*Bonds for good conduct.*

All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited in such custody as the Council may order; and no member, officer, or servant of the Council shall be received as a surety for any officer or servant.

51.—*Duties of Council Clerk.*

The Council Clerk shall perform all the duties which by the Municipalities Act of 1867, or by the present or any other By-laws thereunder, he may be required to perform. He shall be the Clerk of all Revision Courts held in the Borough under the provisions of the Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council, and shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

52.—*Special powers of Mayor.*

The Mayor may from time to time define the duties of all officers and servants of the Corporation, and shall exercise a general supervision over all such officers and servants, and may order the preparation of any such return or statement, or the giving of any such information by any such officer or servant, as he may think necessary, 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.

53.—*Drafts of intended By-laws.*

A draft of any 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 the Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same.

54.—*Motions for rescission of previous orders.*

Whenever a motion, the effect of which, if carried, would be to rescind 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.

55.—*Suits and prosecutions for penalties.*

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, shall be commenced and laid as follows, namely:—When against a member of the Council, or any Auditor, or any officer of the Corporation, by such officer as shall be named for that purpose by the Council; 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 entrusted; and if there shall be no such officer, then by such officer or person as shall be appointed for that purpose by the Council 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 the Council or of the Mayor. And the conduct or prosecution of any suit or information may, on the order of the Council or of the Mayor, be entrusted to an attorney.

56.—*Power to suspend temporarily certain portions of these By-laws.*

Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council, may be suspended *pro tempore* without notice in cases of emergency, if all the members of the Council then present shall deem such suspension necessary

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

1.—*Rates when due and payable.*

All rates levied and imposed by the Council shall be held to be due and payable on and after such day or days as the Council shall by resolution from time to time appoint.

2.—*When payable.*

All such rates shall be paid at the Council Chambers during the hours appointed by the Council for that purpose, being the ordinary office hours of the Council.

3.—*Defaulters.*

Every person not paying his or her rates as aforesaid, within thirty days after any of the days so appointed for payment thereof, shall be deemed a defaulter; and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

4.—*Mayor to enforce payment.*

It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law or by issuing warrants of distraint upon the goods and chattels of the defaulters.

5.—*Bailiff—how appointed—and his duties.*

The Bailiff of the Borough shall be appointed by the Council, and may at any time be removed by them. It shall be the duty of the Bailiff to make levies by distraint for the recovery of rates in the manner hereinafter provided.

6.—*Warrant of distress.*

All levies and distresses shall be made under warrant under the hand of the Mayor, or of any Alderman who may for the time being be authorized to perform the duties of that office, such warrant to be in the form or to the effect as in the Schedule hereunto annexed marked A.

7.—*Inventory.*

At the time of making a distress the Bailiff shall make a written inventory in the form or to the effect as in the Schedule hereunto annexed marked B, which inventory shall be delivered to the occupant of the land or premises or the owner of the goods so distressed, or to some person resident in 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 deliver a copy of such inventory to the Council Clerk.

8.—*Distress and sale, &c.*

It shall be lawful for the Bailiff or his deputy, and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property in respect of which such rate or rates shall have been made as aforesaid, and distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof. And if the sum for which any such distress shall be made or taken, together with the costs of such distraint, shall not be paid on or before the expiration of the following day, the Bailiff or his deputy may between the hours of eleven in the morning and two in the afternoon on the next day thereafter, cause the goods so distrained, or a sufficient portion thereof, to be sold by public auction, either on the premises or at such other place within the Borough as the 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 the costs of such distraint, to the owner of the goods so sold on demand by such owner.

9.—*Goods may be impounded.*

The Bailiff, on making a distress as aforesaid, may impound or otherwise secure the goods and chattels so distrained, of what nature or kind soever, in such part of the land or premises chargeable with the rate, or in such other place as shall be most fit and convenient for that purpose; and it shall be lawful for any person whomsoever, after the expiration of the following day hereinbefore mentioned, to come and go to and from such part of the said land and premises where such goods and 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.

10.—*Owner to direct order of sale.*

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 directions.

11.—*Proceeds of distress.*

The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within *twenty-four hours* after having received the same.

12.—*Deputy.*

The Bailiff may, with the sanction, in writing, of the Mayor, or, in his absence, with that of the Treasurer of the Borough, authorize by writing under his hand any person to act temporarily as his deputy, and the person so authorized shall have and exercise 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.

13.—*Costs.*

There shall be payable to the Bailiff, for every levy and distress made under these By-laws, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

WARRANT OF DISTRESS.

I, _____ Mayor of the Borough of Darlington, hereby authorize you _____ the Bailiff of the said Borough, or your deputy, to distrain the goods and chattels in the dwelling-house, or in or upon the land or premises of _____ situate at _____, for £ _____, being the amount

of rates due to the said Borough, up to the _____ day of _____, for the said dwelling-house, land, or premises, as the case may be, together with the costs of this distraint, and to proceed thereon for the recovery of the said rates and costs, according to law.

Dated this _____ day of _____, 18____ Mayor.

SCHEDULE B.

INVENTORY.

I have this day, by virtue of the warrant under the hand of the Mayor of Darlington, dated _____, of which a copy is attached hereto, distrained the following goods and chattels in the dwelling-house, or in or upon the land or premises of _____, situate at _____, within the said Borough, for £ _____, being the amount of rates due to the said Borough to the _____ day of _____, and also the costs of this levy.

Dated this _____ day of _____, 18____ Bailiff.

SCHEDULE C.

COSTS.

	s.	d.
For making every entry and inventory	2	6
For man in possession for a period longer than two hours	6	0
For man in possession every other day or part of a day	6	0
For sale and delivery of goods, one shilling in the pound on the gross proceeds of the sale, in addition to the costs of advertisements (if any).		

PART III.

1.—Preventing and extinguishing fires, preventing accidents.

Every person who shall place, or 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 any buildings, shall on conviction for every such offence forfeit and pay a sum of not more than five pounds nor less than one pound, 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.

2.—Setting fire to matter without notice.

Every person who shall wilfully set fire to any inflammable matter whatsoever in the open air, within five yards of any dwelling-house or other building, or boundary or dividing fence, without having given notice in writing to the occupiers of the land adjoining the land upon which such matter shall be of his intention so to do, between the hours of 6 p.m. of any day to 6 a.m. of the following day, shall for every such offence forfeit a sum of five pounds nor less than one pound.

3.—Fireworks.

Every person who shall discharge any fire-arms without lawful cause, or who shall light any bonfire, tar-barrel, or fireworks, upon or within ten yards of any public street or private way, or any public place, or shall sell gunpowder or other matter of a dangerous or combustible nature, or erect any kerosene or chemical works within the boundaries of the Borough, shall for every such offence be liable to a penalty of two pounds nor less than two shillings and sixpence.

4.—Wilfully setting fire to chimneys.

Every person who shall wilfully set or cause to be set on fire any chimney, flue, smoke-vent, or stovepipe, shall for every such offence be liable to a penalty of two pounds nor less than ten shillings. Provided that nothing herein contained shall exempt the party offending from liability to a criminal prosecution.

5.—Negligently suffering chimneys to be on fire.

If any person, through the omission, neglect, or carelessness of the occupier his agents or servants of any premises within the limits of this Borough shall be on fire, the party occupying the same shall be liable to a penalty of one pound nor less than five shillings. Provided that it shall be competent to the party incurring such penalty to prove to the satisfaction of the Justices that the same did not arise from omission, neglect, or carelessness.

6.—Persons assisting in extinguishing fires.

In the event of fire, every means shall be taken by the Council its officers and servants for extinguishing the same, and they or any of them may call upon the licensed waterman having the care of the water supply within the said Borough to aid by all means in his power in extinguishing the same, and for that purpose there shall be paid to him or to any person extinguishing the same, out of the funds of the Council, a reasonable compensation, and to each of the fire-engines having priority of attendance thereat, and acting in extinguishing the same, such further sum by way of reward as to the said Council by resolution shall seem meet.

PART IV.

1.—Licensing public vehicles.

All owners of vehicles plying for or carrying passengers or goods for hire within the said Borough 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 one pound ten shillings per wheel per annum, and be in force until the first day of January in each year. And every owner who shall omit or fail to comply with the provisions of this By-law shall be liable to a penalty of one pound nor less than five shillings for every such offence.

SCHEDULE REFERRED TO IN THIS BY-LAW.

2.—Certificate.

No. _____ Municipal Council Chambers, Darlington, 18____

This is to certify that _____, of _____, the owner of the public vehicle called _____, licensed by the Municipal Council of the City of Sydney, and now numbered _____ according to such license, has paid the sum of _____, being the charge required by the By-laws of this Borough to be paid for such public vehicle for the period of twelve months; and that the said public vehicle is authorized to ply or carry passengers for hire within the said Borough until the _____ day of _____ next.

C. H.,
Council Clerk.

PART V.

PUBLIC EXHIBITIONS.

1.—Exhibitions, &c., to be licensed.

No exhibition other than such as may be licensed under the provisions of the Act 14 Victoria No. 3, or exhibitions of a temporary character hereinafter specially provided for, shall be held or kept for hire or profit within the said Borough, nor shall any bowling alley or other place of public amusement, other than a place licensed as aforesaid or a place for temporary amusement hereinafter specially provided for, be used as such for hire or profit within the said Borough, unless and until the same shall be duly registered as hereinafter prescribed.

2.—Temporary license by Mayor.—Penalty for exhibition, &c., without license.

The Mayor may, by writing under his hand, permit any such exhibition as aforesaid, other than any exhibition requiring to be licensed under the said Act for not more than one week, and in like manner, and for a like time, may allow any place to be used for public amusement, other than for entertainments requiring to be licensed as aforesaid; and every person holding or keeping any such exhibition, or using any place within the said Borough for public amusement as aforesaid, without such permission of the Mayor, shall forfeit and pay a sum of not more than £1 nor less than 5s., for every day that such exhibition shall be so held or kept or such place shall be so used for public amusement as aforesaid.

3.—Buildings, &c., to be registered.

Every occupier of any building or ground in which any exhibition is held or kept, or any public amusement conducted as aforesaid, shall in each year register at the office of the Council such building or ground, and a description of the exhibition or public amusement proposed to be held, kept, or conducted as aforesaid, and the name of such occupier; and every person who causes, and every occupier of any building or land who permits any such exhibition or public amusement to be held, kept, or conducted for more than one week in or upon any such building or land not registered for the purpose, or without having obtained a certificate of registration as hereinafter mentioned, shall forfeit and pay for every such offence a sum not less than £2 nor more than £5.

4.—Certificate of registration.

The Council, upon the written application of any such occupier as aforesaid, stating the particulars aforesaid, may cause the aforesaid premises to be registered, and grant to the applicant a certificate of such registration, unless upon

inspection the building or land shall be found to be unsuitable for the purpose of such exhibition or amusement, or unless it appear to the Council that such exhibition or amusement is likely to entail any violation of public decency, or to endanger the public peace, or be a nuisance to any inhabitant of the Borough.

5.—*Inspection.*

Any officer or person appointed for that purpose by the Council may at all reasonable times enter into, or upon, and inspect any such registered building or land.

6.—*No exhibitions, &c., on Sundays, &c.*

No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusements on Sunday, Christmas Day, or Good Friday; and every person offending against this By-law shall, on conviction, forfeit and pay a sum not to exceed £5 nor less than £1 for every such offence.

7.—*Registration fee, &c.*

For every registration as aforesaid the occupier of the building or land so registered shall pay to the Council Clerk for the benefit of the Borough a fee of £1; and every such registration, whenever the same may be made, shall (subject to the power of suspension and cancellation hereinafter contained) be in full force until the 31st day of December thence next ensuing and no longer.

8.—*Suspension or revocation of license.*

The effect of any such registration as aforesaid may be suspended, or such registration may be cancelled, as the Council shall think fit, for any of the following causes, namely:—Whenever the occupier of the registered building or land, or the manager of any such exhibition or amusement as aforesaid, held, kept, conducted, or carried on in or upon any such building or ground, shall have been twice convicted of offences against these By-laws within a period of twelve months; or whenever it shall be shown to the satisfaction of the Council that the superintendent, director, manager, or other person in charge of any such exhibition or amusement is a confirmed drunkard; or that any such exhibition or amusement is being conducted in such a manner as to violate public decency, to endanger the public peace, or to become a nuisance to any inhabitant of the said Borough: Provided that before such suspension or cancellation as aforesaid, such occupier shall have notice that the Council is about to consider whether there shall be any such suspension or cancellation, and of the causes for this proceeding, and shall be allowed to show cause against the same.

9.—*Gaming, cruelty to animals, &c., prohibited.*

No license shall be granted as aforesaid to or for any building or land wherein or whereon any games with dice, or any other game of chance for money, or other exhibitions or amusements opposed to public morality, or involving cruelty to animals, or likely to cause a breach of the peace, are proposed to be had, held, or carried on; and the occupier of any building or land so registered as aforesaid who shall permit any such game of chance, or exhibition, or amusement, as are in the section before mentioned, to be had, held, or carried on, in or upon such building or land, shall for every such offence forfeit and pay a sum of not less than ten shillings nor more than two pounds.

10.—*Construction of term occupier—change of occupancy.*

Any person who shall superintend, direct, or manage, or shall be otherwise in charge of any such exhibition or public amusement as aforesaid, in or upon any such building or land as aforesaid, or who shall reside in or upon any such building or land wherein or whereon any such exhibition or public amusement shall be held, kept, or carried on, or who, whether resident thereon or not, shall use any such building or land for the purposes of any such exhibition or public amusement, shall be deemed the occupier of such building or land for all the purposes of these By-laws; and the said By-laws shall be held and be as applicable in every case to any number of such occupiers as to any single occupier, and every such occupier whose name shall have been so registered as aforesaid shall be deemed and taken to be, and continue such occupier for all the purposes of these By-laws: Provided that in the event of any change in the occupancy of any such building or land as aforesaid, the parties concerned shall notify the same in writing to the Council Clerk, and if after such inquiry as the Council may deem necessary, there shall appear no valid objection to such change of occupancy, an entry thereof shall be made in the Registry, and a new certificate shall be issued, which, subject as aforesaid, shall be in force until the then next thirty-first day of December and no longer; and for every such certificate a fee of five shillings shall be paid to the Council Clerk for the benefit of the Borough; and any person who shall make any false statement in any such notice or application as aforesaid as to any of the facts or particulars required by these By-laws to be stated in such application or notice, shall for every such offence forfeit and pay a sum of not less than £1 nor more than £5.

PART VI.

STREETS AND PUBLIC PLACES, PROMOTION OF HEALTH AND CLEANLINESS, AND THE GENERAL GOOD GOVERNMENT OF THE BOROUGH.

1.—*New roads to be reported.*

No new road, street, way, or other public place, proposed to be dedicated to the public, shall be taken under the charge or management of the Council until after such road, street, way, or place shall have been examined by the Improvement Committee, or other Committee appointed for that purpose, and reported upon to the Council by the said Committee.

2.—*Who are to mark out roads, &c.*

A special Surveyor, or other person duly authorized by the Council in that behalf, shall be the proper officer for marking when and where necessary the roads, streets, lanes, and thoroughfares, which now are or shall hereafter be subject to the care, construction, or management of the Council, and the carriage and footways in such roads, streets, lanes, or thoroughfares.

3.—*Footways may be levelled.*

When any footway has been marked out by the Surveyor, or other authorized officer of the Council, he may authorize the same to be levelled in accordance with the plan, and for that purpose may remove any flagging, steps, or other matter or thing that may obstruct or injure, or tend to obstruct or injure the said footway, or render it unequal or inconvenient; and no person or persons hereafter may erect or place any matter or thing that can obstruct or injure the same in any of the streets, roads, or ways of the Borough, without the sanction of the Council first had and obtained, under a penalty of two pounds nor less than ten shillings.

4.—*The Improvement Committee to fix street levels, &c.*

The Improvement Committee, or any officer of the Council acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the level of all public roads, streets, and ways within the Borough, and the carriage-ways and foot-ways thereof: Provided that there shall be no change of levels in any such public road, street, or way, until the same shall have been submitted to and certified by the Council as hereinafter directed.

5.—*Change of street levels.*

Whenever it may be deemed necessary to alter the levels of any such public road, street, or way, as aforesaid, the Improvement Committee shall cause a plan or section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Borough that such plan is open for inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman of such meeting, and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

6.—*Notice in writing of proposed buildings must be given.*

No person shall be permitted to erect any house, shop, or other building, in any street, lane, or place within the Borough, without first serving notice, in writing, on the Mayor or Council Clerk before commencing the same, stating his intention, and describing the proposed situation of the building or erection, nor without having received an authority from the Mayor or Council, in order that they may inspect the same, and give the required level and alignment (for which a fee of 2s. 6d. may be taken): Provided always, if such erection shall only be required temporarily for exhibition or public amusement, a like certificate under the hand of the Mayor must be first had, binding the party or parties seeking the privilege not to extend the same to other purposes than that mentioned therein, under a penalty of one pound and removal of the erection.

7.—*No encroachment allowed on streets, &c.*

Whenever any road, street, or lane has been marked out, no erection of any description shall be allowed to project or encroach on any part thereof; and any person erecting or causing to be erected any building, balcony, verandah, fence, or enclosure, abutting on such road, street, or lane, without the consent of the Council first had and obtained for that purpose, shall be liable to a penalty of one pound nor less than five shillings.

8.—*No balcony to project beyond defined limits.*

No balcony shall be erected so as to project or hang over the footway of any street, road, or thoroughfare which shall be more than five feet wide, nor less than ten feet high from the bottom of the floor-joists to the proper level of the footway, under a penalty of five pounds nor less than one pound.

9.—*No turf or gravel, &c., to be removed from streets without permission.*

Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, gravel, land, loam, or other material, in or from any part of the carriage or foot way of any street or road, or any reserve, or other public place within the said Borough, without leave first had and obtained from the Council or from the Mayor, or who shall wantonly break up or damage any such carriage or foot way, shall, on conviction, forfeit and pay for every such offence a sum not exceeding one pound nor less than five shillings.

10.—*Temporary stoppage of traffic for repairs, &c.*

The Mayor, 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 in such street, lane, or thoroughfare, or by destroying or removing any obstruction that may be placed thereon for the purpose of suspending the traffic, shall be liable for every such offence to a penalty of one pound nor less than five shillings.

11.—*Cellars or openings beneath the surface of foot-ways prohibited.*

Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the footway of any street or public place, unless the plans thereof have been previously submitted to and approved by the Council, and the erections and openings made to the satisfaction of the Council, shall, on conviction, forfeit and pay the sum of five pounds nor less than one pound, over and above the expense of filling up, remedying, or removing such cellar, opening, door, or window.

12.—*Holes to be enclosed.*

Any person 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 street or 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 any building, and shall not forthwith inclose the same, and keep the same inclosed, in a good and sufficient manner, to the satisfaction of the Surveyor, or other officer or person as aforesaid, or shall keep up or cause to be kept up and continued any such inclosure for any time longer than shall be necessary, in the opinion of the Surveyor or other officer or person as aforesaid, and shall not place lights upon each side of the said inclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such inclosure,—shall forfeit and pay for every such refusal or neglect a sum of not less than five shillings nor more than two pounds.

13.—*Open spaces and steps adjoining the footways to be enclosed.*

Every owner or occupier of any house, building, premises, or land within the said Borough having any entrance, area, garden, or other open space adjoining the footway or public place in such Borough, or any opening in the ground or any premises, within six feet of any such footway or public place, shall protect or guard the same by good and sufficient fences, rails, or other inclosures, so as to prevent danger to persons passing and repassing; and every such owner or occupier of any house, building, premises, or land, having any steps adjoining the foot-way of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other inclosures, so as to prevent danger to persons passing and repassing, and on failure thereof any such owner or occupier shall, as often as he shall be convicted of such offence, forfeit and pay any sum not less than five shillings nor more than two pounds; and every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other inclosures as aforesaid, within one week after such conviction as aforesaid, shall be deemed guilty of a further offence against this By-law.

14.—*Wells to be covered over.*

Every person who shall have a well situated between his or her dwelling-house or the appurtenances thereof, and any road, street, or footway, or at the side thereof, or in any yard or place open or exposed to such road, street, or footway, within the said Borough, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within forty-eight hours after notice in writing shall have been given to him or her by any officer of the Council, or shall have been left for such person at his or her last known place of abode, or on the said premises, shall on conviction forfeit and pay the sum of one pound nor less than five shillings; and for every day after such notice that such well shall remain open or uncovered contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

15.—*Throwing filth on roads, driving carriages and leading horses on foot-ways.*

Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or remain, any dead animal, offal, dung, soil, ashes, rubbish, or any other filth or

annoyance, or any matter or thing, in or upon the foot-way or carriage-way of any street, road, lane, or other public place within 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 shall run or flow upon or over, or be on 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 the foot-way of any street, road, or public place, any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow or truck, or any hogshead, cask, or barrel,—or shall wilfully lead, drive, ride, or stand any horse, mule, or other beast upon any such footway,—shall upon conviction forfeit and pay a sum of two pounds nor less than two shillings and sixpence.

16.—*Throwing filth into watercourses.*

Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning the same, into any public watercourse, waterhole, or creek, or shall obstruct or divert from its channel any sewer or watercourse within the said Borough, shall forfeit a sum of one pound nor less than five shillings, and shall, in addition to such penalty, pay the cost of removing the same, and restore such sewer, watercourse, and creek to its proper channel, in so far as he, she, or they may have injured the same.

17.—*Throwing slops on the carriage or foot ways.*

Any person who shall cast or throw, or shall cause, suffer, or permit to be cast or thrown upon any carriage-way or foot-way, any soapsuds, slops, or refuse water, or any refuse vegetables, or any other matter or thing of an offensive nature, or shall cause, or suffer, or permit the same to run or flow from any premises in his or her occupation over any such foot-path or carriage-way within the said Borough, shall, for every such offence, suffer and pay a sum not exceeding one pound nor less than two shillings and sixpence.

18.—*Rain to be diverted from the foot-paths.*

It shall not be lawful for any person whomsoever to carry, by means of pipes, gutters, or other contrivances, any rain-water from the roof of his or her premises or house, upon any of the foot-ways of any street or public place within the said 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 officer of the said Council, shall, on conviction, forfeit and pay any sum not exceeding two pounds nor less than five shillings: 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 of any such foot-ways into the gutters adjoining the same, subject to the approval of the Improvement Committee.

19.—*Placing goods on foot-paths and not removing them when required.*

No person shall set or place any goods upon any carriage or foot-way in any street, road, or place within the Borough, nor shall cause the same to be placed or laid out on any cart, waggon, or truck, so as to be an obstruction to the carriage or foot way, and shall not remove the same when requested to do so by the proper officer of the Council, shall be liable to a penalty of one pound nor less than two shillings and sixpence.

20.—*Not to prevent the erection of awnings.*

Nothing in these By-laws contained shall be deemed to prevent any person from placing a movable awning in front of his or her shop or house: Provided that such awning be at least eight feet high above the proper level of the footway, and that the posts be kept close up to the kerbstone or outer edge of such footway, and that the said posts and any framework be erected to the satisfaction of the Council, and as may from time to time be directed.

21.—*Damage to public works.*

Any person who shall damage any building, lamp, wall, parapet, sluice, bridge, road, street, sewer, watercourse, or any other property of the Council of the said Borough, or extinguish any lamp set for public or private convenience, shall pay the cost of repairing the same, and if wilfully done shall forfeit and pay a sum of two pounds nor less than five shillings in addition to the cost of repairing the same.

22.—*Drawing or hauling timber.*

Any person who shall haul or draw any timber or other material tending to injure, or that shall injure any road, street, or way within the Borough, or that shall obstruct such road, street, or way, shall, on conviction, pay a sum not exceeding two pounds nor less than five shillings over and above the amount of damage occasioned thereby.

23.—*Riding or driving furiously, breaking horses, &c.*

Any person who shall ride or drive furiously, so as to endanger the life or lives of any person or persons within any of the streets, roads, or ways of the Borough, or shall break any horse, or shall drive any carriage for the purpose of breaking in such horse or horses, to the danger of the passengers in

any street, road, or way within the Borough, shall for every such offence pay any sum not exceeding two pounds nor less than five shillings.

24.—*Swine, &c., not to wander about the streets.*

Any person who shall breed, feed, or keep any kind of swine in any house, yard, or inclosure, situate and being within twenty yards of any street, road, or place within the Borough, or shall suffer the same to stray or go about, or be tethered or depastured in any street, road, or place within the Borough, shall for every such offence forfeit and pay a sum of two pounds nor less than five shillings; and the Inspector of Nuisances, or other officer authorized by the Council, may impound the same.

25.—*Burning shavings, &c., in the streets.*

Any person who shall burn any shavings, rubbish, or any other matter or thing dangerous or offensive, in any street, road, or way within the Borough, or who shall within ten yards of any dwelling-house burn rags, bones, corks, or other offensive substance, shall for every such offence forfeit and pay a sum of one pound nor less than two shillings and sixpence.

26.—*Placards not to be affixed on the walls without consent.*

It shall not be lawful for any person to paste or otherwise fix any placard or other paper upon any wall, house, fence, or other erection, nor deface any such wall, house, fence, or erection, by chalk or paint, or in any other manner deface, unless with the consent of the owner thereof, under a penalty of one pound nor less than two shillings and sixpence for every such offence.

27.—*Cleansing private avenues.*

Any owner or occupier of any house or place 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, shall for every such offence pay a sum of one pound nor less than two shillings and sixpence.

28.—*Placing dead animals on premises.*

Any person who shall place, or who shall cause or suffer to be placed upon any land or premises, or on any of the roads, streets, or ways of the Borough, any dead animal, blood, offal, night-soil, or any other offensive matter, so as to become a nuisance to the inhabitants thereof, shall for every such offence pay a sum of two pounds nor less than five shillings. And every person who shall suffer the same to remain upon their said premises so as to be a nuisance, shall also be subject to a penalty of two pounds nor less than five shillings, and shall be bound to remove the same.

29.—*Hog-sties and nuisances not removed after notice.*

In case any privy, hog-sty, sink, cesspool, yard, or enclosure, or any matter or thing of an offensive nature, shall at any time be in any road, street, or way, or in any other place within the Borough, so as to be a nuisance to the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, by notice in writing to be served upon the occupier or upon the premises, to order its removal within seven days; and every such owner or occupier refusing or neglecting to remove or abate such nuisance, shall for every such offence pay a sum of one pound nor less than two shillings and sixpence.

30.—*Removing night-soil at unreasonable hours.*

Any person who shall remove any night-soil or other offensive matter within the hours of six o'clock in the morning and eleven o'clock at night, or shall fail to remove the same in properly covered water-tight carts or vehicles, or in such a manner as to upset, cast, spill, or strew any of the said night-soil, slop, urine, or filth, in, upon, or near to any of the streets, roads, or ways of the Borough, or shall throw any such offensive matter in, upon, or near to the same, or shall suffer the same to remain for twenty-four hours in any such street, road, or place, shall for every such offence pay a sum of two pounds nor less than five shillings: Provided always that the employer or employers of the person or persons so offending shall be the party or parties liable to such penalty.

31.—*Penalty for not removing offensive matter on notice.—Council may abate it.—Right of entry for such purpose.*

Any person who shall suffer any waste or stagnant water, or any muck, filth, soil, or other offensive matter to remain in any cellar or place within any dwelling-house or premises within the said Borough, for the space of twenty-four hours after written notice to him from the Inspector of Nuisances or other officer of the Council to remove the same, or shall allow the contents of any water-closet, privy, or cesspool to overflow or soak therefrom, shall for every such offence forfeit and pay a sum of two pounds nor less than five shillings, and the like sum for every day that the same shall remain after such notice: And the Council may remove or abate the nuisance at the costs of the party or parties offending in the premises: Provided always that the employer or employers of the person or persons so offending shall be liable to and pay the penalty as aforesaid.

32.—*Inspection of premises.*

Upon the reasonable complaint of two or more householders, that the house, premises, yard, closet, or drains of the adjoining or neighbouring premises are a nuisance or offensive, the Inspector of Nuisances, or other authorized officer of the Council, shall make an inspection of the premises complained of; and he shall have full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

33.—*Indecent exposure of person.*

Any person 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 five pounds nor less than one pound.

34.—*Houses of ill fame.*

Upon the complaint of two or more respectable ratepayers that the house or neighbouring or adjoining premises is of ill fame, it shall be lawful for the Mayor or any Alderman to cause the residents of such house or premises to furnish to the Council a list of the names, ages, sex, birth-place, and occupation of all the inmates of the said house or premises; and upon non-compliance with such request, or if upon consideration the Mayor and any Alderman consider the house to be one of ill fame, they shall, with the sanction of the Council, declare the same to be a nuisance, and the Mayor shall cause a notice in writing to be served upon the holder of such house or premises, or other person residing or being therein, and acting as such holder, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice, otherwise such holder or other person shall be liable to a penalty of not more than five pounds nor less than two pounds for every such offence.

35.—*Noisome and offensive trades.*

No person shall carry on any noisome or offensive trade within the said Borough, so as to injure or be a nuisance to the inhabitants thereof.

Any manufacture, trade, or calling, the carrying on of which is attended with injurious effects to animal or vegetable life, or whereby any effluvia of a dangerous nature shall be evolved, shall be deemed a nuisance within the meaning of these By-laws; and the Inspector of Nuisances, or any officer appointed by the Council, may inspect the same, and if found to be dangerous, he may, by notice in writing served upon the occupier or upon the premises, call upon him or them to abate the same within seven days from the service thereof; and if the same is not abated within such time, the occupier of the premises where the same is carried on shall be liable to a penalty of five pounds nor less than two pounds for every such offence.

36.—*General definition of nuisances, and who may take proceedings.*

And, generally, anything that by definition of law can be held or construed to be a nuisance within the meaning of the Municipalities Act of 1867, or otherwise, according to the principles of the common law on which the Municipal is based, shall be deemed a nuisance, it shall be in the power of the Council to cause inquiry to be made, and the Inspector of Nuisances, or other officer appointed by the Council for that purpose, may take legal proceedings for the abatement of the same, and the party or parties offending therein shall be liable to a penalty of two pounds nor less than two shillings and sixpence for every such offence.

37.—*Penalties to be paid over to the Treasurer.*

All penalties under any of these By-laws shall be paid over to the Treasurer of the said Borough, to be appropriated as the Council may think fit.

38.—*Interpretation of Mayor and Borough.*

Whenever, in any of these By-laws, the word "Mayor" is made use of, it shall, unless the context shall indicate a contrary intention, be construed also to include and signify any Alderman lawfully acting for the time being for such Mayor; and whenever the word "Borough" is made use of in the said By-laws, it shall be understood to signify "The Borough of Darlington."

39.—*As to interference with an officer of the Council in enforcing these By-laws.*

Any person who shall obstruct or interfere with any officer of the Council, or other person, doing or performing any duty or act under any of the By-laws of the said Borough, shall forfeit and pay for every such offence a sum not exceeding two pounds nor less than five shillings.

Made and passed by the Municipal Council of the Borough of Darlington, on the eighth day of August, in the year one thousand eight hundred and seventy-two.

ROBERT MAZE,
Mayor.
CHARLES HARRIS,
Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF HAY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 14th November, 1872.

MUNICIPAL DISTRICT OF HAY.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Hay, for regulating their own proceedings and the duties of their officers and servants—for preserving order at Council Meetings—for determining the terms and modes of collecting and enforcing payment of rates—for suppressing nuisances—for compelling residents to keep their premises free from offensive or unwholesome matters—the killing of cattle and sale of butchers' meat—opening new public roads, ways, and parks—aligning and cleansing roads and streets—lighting—preserving trees and shrubs—preventing or regulating the bathing or washing the person in any public water near a public thoroughfare—preserving public decency—restraining noisome and offensive trades—and generally maintaining the good rule and government of the Municipality—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.

HENRY PARKES.

PART I.

Meetings of Council.

1. The Council shall meet at the "Bush Inn," or at such other place as a majority of the Council shall from time to time appoint, for the dispatch of business, at 7 p.m., on every alternate Thursday, unless such day shall happen to be a public holiday. In the latter case the meeting shall be held 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 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 to 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: 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.

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 Alderman at whose instance such special meeting shall have been called, may have directed.

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 of 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.

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.

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.

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.

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 any time before the making-up of the business paper.

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.

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.

12. No motion of which notice shall have been entered on the business paper, shall except as hereinafter provided, 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.

13. No motion in Council shall be discussed, unless and until it be seconded.

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.

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.

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.

18. If any amendment—either upon an original question, or upon any question amended as aforesaid—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.

19. No discussion shall be permitted upon 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.

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.

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.

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 arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

Petitions.

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.

24. All petitions shall be received only as the petitions of the parties signing the same.

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 or 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.

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.

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.

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.

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.

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.

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.

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.

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.

34. It shall not be compulsory upon any person questioned as aforesaid to answer the questions so put to him.

35. Every such question must be put categorically, without any argument or statement of fact.

36. Every such statement must be made without argument.

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 objections 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.

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.

39. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order, as hereinafter provided.

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.

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.

42. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, nor impute improper motives to any other Alderman.

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.

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.

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 any other Alderman when speaking, or materially to interrupt the discussion; also, that if such request or requisition shall appear to the Mayor or Chairman not to have been made *bonâ fide*, it shall not be complied with.

46. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question as provided for by section 3 of this "Part" of these By-laws, except as is further provided for by section 38 of the same; but 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.

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.

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.

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.

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.

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 apologize 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 apologize 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.

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.

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.

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 the 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 pounds.

55. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or of 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 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 retro-active 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.

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 often as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

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.

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 on 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.

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.

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.

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.

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 any 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.

63. All reports of proceedings in Committee of the Whole Council shall be made to the Council, *visà 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 the making of 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.

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.

65. A Call of 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.

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.

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 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.

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.

69. There shall be four Standing Committees, namely,—a By-law Committee, a Committee for Works, a Finance Committee, and a Committee for General Purposes. These Committees shall be re-appointed every year, at the first meeting of the Council which shall be holden after the election of the Mayor.

70. Each of the three Committees first named in the last preceding section shall consist of three members, of whom one shall be taken from among the Aldermen for each ward. The Committee for General Purposes shall consist of the Chairmen of the three said first-named Committees.

71. The re-appointment of the three said first-named Committees may, on resolution of the Council, be made by ballot. In such case, a list or lists of the members for each Ward shall be handed to each member then present, who shall mark against the name of each such member the title of the Committee to which, in his opinion, such member ought to belong; and the Mayor or Chairman shall thereupon examine such lists so marked, and shall declare the result. And if there shall be an equal number of votes for the appointment of any two or more members to any one of such first-named Committees, such Mayor or Chairman shall decide which of such members shall be appointed to such Committee.

72. The By-law 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 Municipality. 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 Municipality, 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.

73. The 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 and report upon.

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 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.

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.

76. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully entrusted 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 entrusted 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 entrusted 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 of 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.

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.

78. Appointments to the By-law Committee, the Committee of Works, and the Finance Committee, shall be for the whole municipal year.

The Chairmen of these three Committees as appointed or removed from the chairmanship of the same, shall be thereby and without any further order regarded as having been appointed to or removed from the Committee for General Purposes. 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 100 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.

79. The Council Clerk shall call a meeting of any Committee whenever requested so to do by the Chairman or any two members of such Committee.

80. The Chairman of each Standing Committee shall 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.

81. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the Municipality shall be undertaken until the probable expense thereof shall have been first ascertained by 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 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, to the extent of two pounds.

(3.) By order of the Mayor and two Aldermen, or without the Mayor, of any four Aldermen,—for any emergent purpose, to the extent of five pounds: Provided that nothing herein contained shall prevent the Mayor or any Alderman from expending any sum not exceeding twenty shillings, on repairs to emergent works: Provided also, that in every case, a detailed report in writing of any such outlay be laid before the Council at the next meeting; such report to be signed by 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.

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.

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 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 the 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 for such payment. And such certificates, memoranda, and authorization shall be attached respectively to the reports from the Finance Committee, on the payments or outlays to which such certificates, memoranda, or authorizations shall have reference.

Common Seal and records of the Council.

85. The Common Seal shall be in custody of the Mayor; or if found more convenient, it may by resolution of the Council be placed in charge of the Council Clerk, and shall be kept in such secure form as the Mayor may direct.

86. The Common Seal shall not be attached to any document without an express order of the Council. In every case where such Common Seal has been ordered to be attached to any document, such document shall also be signed by the Mayor, or in case of the absence or illness of such Mayor by two Aldermen, and countersigned by the Council Clerk.

87. The Treasurer shall keep such books of account, and such records, statements, and memoranda of receipt 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.

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. It shall be the duty of the By-law Committee to inspect the records from time to time, to ascertain that the same are properly kept as aforesaid, and to report at once to the Council any act of neglect or appearance of inefficiency which they may discover in the keeping of such records.

89. No member 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 of the 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.

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 purpose 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.

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.

92. No appointment to any permanent office at the disposal of the Council, shall take place until public notice shall have been given, as hereinafter provided, inviting applications from qualified candidates for the same.

93. Every such appointment shall be made by ballot, in such mode as may at the time be determined on by the Council.

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 allowance 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 Municipality.

95. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited with the Attorney 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.

96. The Council Clerk, in addition to the duties which by the Municipalities' Act of 1867, or by the present or any other By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Municipality under the provisions of the said Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all the records of such Council, except such books or documents as may (as hereinafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

97. The Treasurer shall have charge of such books of account and other records of the Council, as are mentioned in section 87 of this "Part" of these By-laws, and shall be responsible for the safe keeping of the same. Any other officer of the Council may have any other records thereof committed to his charge by an Order of the Council, and in such case shall be responsible for the safe keeping of such records.

98. The duties of all officers and servants of the Corporation, other than the Council Clerk and Treasurer, shall be defined by such regulations as may from time to time, and in accordance with law, be made by the Council.

99. 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, explanation, 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 hereinafter provided, be either rendered *in voce* or put into writing, as the Mayor may direct.

100. All complaints against officers or servants of the Corporation must be in writing, and must in every case be signed by the person or persons complaining. And no notice whatever shall be taken of any complaint which is not in writing or is anonymous. All such complaints may be addressed to the Mayor, who immediately upon the receipt of any such complaint, and without laying the same before the Council, shall have power to investigate the same. And if any such complaint be made to the Council, or to any member or officer thereof, it shall be referred to and investigated by the Mayor, before it shall be in any way (otherwise than by such reference) ordered upon or dealt with by such Council. Provided that every report, explanation, and information which may be made or rendered in reference to every such complaint shall be in writing. And such Mayor shall state in writing the result of every such investigation, and his opinion as to what order (if any) ought to be made in connection therewith. And such complaint, with all reports, explanations, and information as aforesaid in connection therewith, and the Mayor's statement as aforesaid thereon, shall be laid before the Council at the next meeting thereof which shall be holden after the Mayor shall have made such statement, and shall be duly recorded. Provided further, that nothing herein contained shall be held to affect, in any way, the special powers conferred on the Mayor by section 152 of the Municipalities Act of 1867, or any other special power which now is or hereafter may be conferred by statute upon such Mayor.

Miscellaneous.

101. 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.

102. Whenever it is decided that any work shall be executed or any materials supplied by contract, tenders for the execution of such work, or the supply of such material, shall be called for by public notice as hereinafter provided.

103. A draft of every future 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 rate-payer who may desire to inspect the same; and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

104. 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.

105. 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.

106. 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 Municipality, 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 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, be entrusted to an attorney.

107. 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 Municipality.

108. 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.

109. Any such section or sections of this "Part" 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 the 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 aforesaid: And provided, also, that the following sections hereof shall never be suspended, nor shall any one of them, nor any portion of any such section be suspended on any pretence whatever, namely:—Sections 5, 6, 7, 8, 9, 20, 21, 22, 23, 25, 26, 27, 28, 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, 98, 99, 100, 101, 104, 106, 107, and 108.

PART II.

COLLECTION AND ENFORCEMENT OF RATES.

Times and Modes of Collection.

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 by half-yearly instalments. Each such instalment shall, as to every such rate and every such instalment thereof, be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rate.

2. All rates levied or imposed by the 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, within the time prescribed by the Act, into the office of the Council Clerk, during office hours, that is to say on every Wednesday, Thursday, and Saturday, between the hours of 10 a.m. and 3 p.m.

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 time fixed for 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.

Enforcement by distress.

6. The Bailiff shall be appointed by resolution of the said Council, and shall be at any time removable by a like resolution.

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.

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.

9. All levies and distresses shall be made under warrant in 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.

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 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 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.

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.

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.

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. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

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 Municipality of Hay, 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 Municipality to the _____ day of _____, for the said dwelling-house, (or land or premises), and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, 187 _____.
Mayor.

SCHEDULE B.

INVENTORY.

I have this day, in virtue of the warrant under the hand of the Mayor of the Municipality of Hay, dated _____, distrained the following goods and chattels in the dwelling-house, or in and upon the land and premises of _____, situated at _____, within the said Municipality, for £ _____, being the amount of the rates due to the said Municipality to the _____ day of _____.

Dated this _____ day of _____, 187 _____.
Bailiff.

SCHEDULE C.

BAILIFF'S FEES.

Table with 2 columns: Description of fee, and Amount in s. d. format.

PART III.

Suppressing nuisances.

- 1. No householder or resident shall be permitted to allow his or her premises, yards, closets, or drains, to be a nuisance to the adjoining householders or residents.
2. No noisome or offensive trade shall be permitted to be carried on in any premises, to the inconvenience of the residents of adjoining houses.
3. Upon representation by any two respectable householders, that the house, yard, closets, hog-sties, or drains of the adjoining premises, are a nuisance or offensive, the Mayor and any two Aldermen shall cause an inspection to be made of the premises complained of; and if any such premises shall be found to be a nuisance or otherwise offensive, notice shall be given in writing to the proprietor or resident of such premises,

that if within seven days after such notice the nuisance shall not be removed, proceedings will be taken before Justices against the proprietor or tenant of the aforesaid premises, to obtain an order compelling the removal or abatement of such nuisance: And if such proceedings shall be taken, such person shall pay the cost thereof. And if such person, after any such order by Justices, shall not remove or abate such nuisance within the time ordered by such Justices, he shall be liable to a penalty of ten shillings for every day during which such nuisance shall not be removed or abated after the expiry of the time so limited by such Justices.

PART IV.

Streets and public places.

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 Committee for Works and reported upon to the Council by such Committee.
2. Whenever any proprietor or proprietors of land within the said Municipality 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.
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.
4. The Committee for Works, or any officer or person acting under the supervision of such Committee shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Municipality, and the carriage-ways and foot-ways thereof. And it shall be the duty of such Committee, officer, or person to place posts at the corners or intersections of any such public roads and streets, and of the carriage-ways and foot-ways of such roads and streets, wherever the same may be considered necessary or desirable by the Council. Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council, as hereinafter directed.
5. Whenever it may be deemed necessary to alter the level of any such public road, street, or way, as aforesaid, the Committee for Works shall cause a plan and section, shewing the proposed cuttings and fillings, to be exhibited at the Council Chamber for fourteen days, for the information and inspection of rate-payers, and shall notify by advertisement in some newspaper circulating in the Municipality that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman, and the proposer and seconder of the motion for such adoption, and counter-signed by the Council Clerk. And such plans and section so signed and counter-signed shall be a record of the Council.
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 or other public place within the said Municipality 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.
7. Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the foot-way of any street or public place within the said Municipality, shall, on conviction, forfeit and pay the sum of five pounds, over and above the expense of filling up, remedying, or removing such cellar, opening, door, or window.
8. 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 street or public place within the said Municipality, 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 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 Municipality, or shall keep up or cause 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 the said Committee, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise, 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.

9. Every owner or occupier of any house, building, premises, or land, within the said Municipality, having any entrance, area, garden, or other open space, or any vacant building lot, waterhole, or excavated space, adjoining the footway of any street or public place in such Municipality, 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 of any such house, building, premises, or land, having any steps adjoining the foot-way of any such street or public place, shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent the like danger to persons passing and repassing; and on failure thereof every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay any sum not being less than ten shillings nor more than forty shillings. And every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid, within seven days after any such conviction as aforesaid shall be deemed guilty of a further offence against this By-law.

10. Every person who shall have a well situated between his or her dwellinghouse or the appurtenances thereof, and any road, street, or foot-way within the limits of the said Municipality, or at the side of, or in any yard or place open or exposed to such road, street or foot-way, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid, shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode, or on the said premises, shall, on conviction, forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered, contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

11. The Committee for Works, or any officer or person acting under the authority of such Committee, 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 such 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.

12. Any person who shall haul or draw, or cause to be hauled and drawn, upon any part of any street or public place within the said Municipality, 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 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.

13. 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 animals, 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 Municipality; 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.

14. Any person who shall ride or drive through or upon any street or public place within the said Municipality 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 five pounds nor less than one pound.

Public property.

15. Any person who shall wantonly or maliciously break or injure any lamp, or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality, shall, over and above the necessary expense of repairing the injury committed, forfeit and pay for every such offence any sum not less than one pound nor more than five pounds.

16. Any person who shall damage any public building, bridge, culvert, sewer, watercourse, toll-bar, toll-board, or other public property within the said Municipality, shall pay the cost of repairing the same; and if such damage be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds nor less than forty shillings.

17. Any person who shall wilfully and without the authority of the Council, cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub,

or underwood, growing in or upon any street or place under the management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

Nuisances.

18. Any person who shall suffer any kind of swine, or any horse, ass, mule, sheep, goat, or other cattle belonging to him or her, or that are under his or her charge, to stray or go about, or to be tethered or depastured in any such street or public place in the said Municipality, shall on conviction, forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

Offences against public decency.

19. Any person who shall bathe near or within view of any inhabited house, or of any wharf, bridge, or other place of public resort, within the limits of the said Municipality, between the hours of six in the morning and eight in the evening, shall on conviction forfeit and pay a sum not exceeding twenty shillings nor less than five shillings for every such offence.

20. Any individual 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, on conviction, forfeit and pay for every such offence a sum not exceeding ten pounds nor less than five pounds.

PART V.

Slaughter-houses.

1. Every person who may from time to time be in that behalf appointed by the said Council, shall be the Inspector of Slaughter-houses and of animals intended to be slaughtered within the said Municipality. Provided that if any such Inspector shall have been appointed by the Governor for the said Municipality or for any district including the same, under the provisions of the Act fifth William the Fourth number one, such last-named Inspector shall be considered as the Inspector of Slaughter-houses and of animals intended to be slaughtered within the Municipality, for all the purposes of these By-laws.

2. The Inspector shall only inspect animals for slaughter in the yards adjoining licensed slaughter-houses.

3. Such Inspector shall from time to time enter into and examine all such slaughter-houses; and shall examine the milts or spleens and lungs and carcasses of all animals slaughtered, or any animals intended to be slaughtered therein.

4. The owner or occupier of any or every such slaughter-house used for the slaughter of animals intended for human food, shall keep the milts or spleens and lungs of all animals

slaughtered in the said slaughter-house for a period of six hours after the animals have been slaughtered, unless the Inspector of Slaughter-houses shall have previously examined the milts or spleens and lungs of such slaughtered animals. And any such owner or occupier as aforesaid who shall neglect or refuse so to do, shall forfeit and pay a penalty of not less than forty shillings nor more than twenty pounds.

5. If the owner or occupier of any such slaughter-house shall knowingly cause, permit, or suffer any animal infected with any disease affecting the milt 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 carcass 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 and incumbent upon them, under a penalty of ten pounds each, to appoint an umpire, whose decision shall be final.

6. The blood, offal, and filth of all such animals as may be slaughtered in any such slaughter-house, shall be removed at least once in every twelve hours; and any owner or occupier of any such slaughter-house, who shall fail, neglect, or refuse to comply with this By-law, shall, for every such offence, forfeit and pay a penalty not less than forty shillings nor more than ten pounds.

7. Nothing herein contained shall extend to or affect any person or persons slaughtering, at his, or her, or their own residences within the said Municipality, animals, for his, or her, or their family, servants, or labourers.

8. The word "animal," shall, for the purposes of this "Part" of these By-laws, be held to include cattle, sheep, pigs, calves, lambs, and goats; and the words "slaughter-house," shall be held to mean any building or place wherein or whereat animals are slaughtered.

Made and passed by the Hay Municipal Council, this sixteenth day of September, in the year one thousand eight hundred and seventy-two.

THOMAS CLAY,
Council Clerk.

FRANK JOHNS,
Mayor.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF HAY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 4th December, 1872.

MUNICIPAL DISTRICT OF HAY.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Hay, regarding the Commons within the Municipality, 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.

HENRY PARKES.

SUPPLEMENTARY By-laws for the Commonage situate within the Municipal District of Hay: Herdsman's Duties, Regulations, Charges and Collection of Fees.

Herdsman's Duties.

1. To carry out in their integrity the regulations that may from time to time be adopted by the Council for the management of the Commons.
2. To devote the whole of his time to the performance of the several duties pertaining to the situation.
3. Not to accept any presents or claim any perquisites for the discharge of any duties connected with his office.
4. To report himself, if possible, on Wednesday, Thursday, and Saturday in each week, at the Council Chambers, between the hours of 10 and 12; and to receive from the Council Clerk instructions relative to matters connected with the office.
5. To make himself acquainted with all horses and cattle placed in his charge; to keep a muster-roll; to see all stock at least once a week, and to use his best endeavours to retain them on the Commons; and immediately after it is known that any have strayed, to give information to the owners.
6. To allow no horses or other stock at any time on the Commons, except those registered or hereinafter provided for.
7. To run into the Council or Pound Yards all horses depasturing on the north side of the Commons, on Wednesday in every week. Horses to be kept in the yards until 2 o'clock P.M.
8. If not otherwise engaged, to bring in on other days of the week horses running on the north or south side, required by Commoners, who are willing and will be required to pay a fee of two shillings and sixpence per head for each horse brought in on those days—said fee to go to Council funds; and also to pay the puntage of their own and the Herdsman's horses.

Regulations, Charges, and Collection of Fees of the Commons for the Municipal District of Hay.

1. All persons who reside within the boundaries of the Hay Municipality to be allowed to depasture stock as herein

enumerated upon payment of fees according to the following scale, viz. :—

	Per annum.
	£ s. d.
For every horse, mare, gelding, colt, or filly.....	0 12 6
For every cow, bull, heifer, ox, steer, or calf	0 7 6
For every pig.....	1 0 0
For every sheep	0 3 6
For every goat—up to five—each	0 3 0
For every do.—up to ten—each	0 5 0
For every do.—over ten—each	0 7 6

Such fees to be payable half-yearly in advance, on the first day of June and the first day of December in every year.

2. All parties in charge of travelling stock shall give twenty-four hours notice in writing to the Council Clerk or Herdsman, previous to their depasturing on the Commons; and every party neglecting to give such notice shall be liable to a penalty not exceeding forty shillings.

3. Travelling stock, including horses, cattle, sheep, and pigs, not to be allowed to depasture on the Commons longer than three days,—the first day to be free of charge; for the remaining two days or part of a day the following charges must be paid to the Town Herdsman, viz. :—

For horses, at the rate of 10s. per day or portion of a day for every.....	100
For cattle, at the rate of 10s. per day or portion of a day for every	100
For sheep, at the rate of 5s. per day or portion of a day for every.....	1000
For pigs, at the rate of 5s. per day or portion of a day for every.....	25

4. Travelling mobs of cattle and sheep to depasture only on such portions of the Commonage as may be defined by the Council; if found upon any other part of the Commons to be treated as trespassers, and to be impounded.

5. All carriers and persons with horses and bullocks used by them to be allowed four days on the Commonage free of charge; after such time to pay three pence per head for every day or part of a day they remain on the Commons.

6. Butchers and others not to be allowed to run more than 150 sheep or 5 pigs, nor more than 15 fat cattle, at one time, and may arrange with Council to pay a sum yearly as average for such stock, which sum shall be payable half-yearly in advance on the 1st day of June and the 1st day of December in every year.

7. No entire horse or bull above six months old shall be allowed on the Commons without the consent, in writing, of the Council; and all foals and calves upon arriving at the age of six months will be charged with assessment.

8. A book shall be kept containing an account of all cattle registered, such cattle to have a distinguishing or private brand. They can also at the request of the owner be branded with the Town Commons brand, and for which purpose a brand will be kept by the Herdsman for the use of persons requiring it.

9. The Council will not be responsible for any stock depasturing on the Commons.

10. The Council will authorize the impounding of all horses, cattle, sheep, pigs, or goats trespassing on the Commons; an entry of which will be kept in a book, so that all damages and fees accruing from the same may be properly accounted for.

11. That all cattle suspected to be diseased shall be removed by the owners within twenty-four hours after notice to do so has been served; and in default of compliance with such notice, the Council shall have power to destroy such cattle at the risk and cost of the owners.

12. No cattle depasturing on the Commons, excepting cows in milk, to be disturbed or removed without permission of the Herdsman.

13. The Herdsman shall give to each person who shall register cattle a receipt for all moneys paid by him on account of the pasturage of such cattle, and which receipt shall set forth the distinguishing mark of such cattle. The receipt-book shall

have a duplicate block to be retained, and contain the Herdsman's brand, and the distinguishing mark of such cattle as set out in said receipt.

14. That no timber shall be cut or removed, or any sand, loam, earth, or gravel removed from any part of the Town Commons, without the permission of the Council Clerk, to whom application in writing must be made. Applications for brick-yards and residences to be made also in writing to the Council. The following fee for each person so engaged, to be paid half-yearly in advance from the time of taking out the license, will be charged, viz. :—

	Per annum.		
	£	s.	d.
Sawyers' licenses, hard and soft wood	3	0	0
Sawyers' licenses, hardwood only	2	0	0
Wood cutters and splitters	2	0	0
Brick-yard, including residence	5	0	0
Residence or occupation	2	10	0
Sand, loam, earth, or gravel	2	2	0
Do. do. per load.....	0	0	3

15. All parties violating any of the above by-laws shall subject themselves to the penalties and provisions enumerated and provided for by the Act of Victoria 11, No. 31, and the Impounding Act of Victoria 29, No. 2. All such other Acts and statutes which are now or hereafter may be in that case made and provided.

Agreed to unanimously at a meeting of the Council, held at the "Bush Inn," Hay, on Monday, 14th October, A.D. 1872.

FRANK JOHNS,
Mayor.

THOMAS CLAY,
Council Clerk.

1872.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF MACDONALD TOWN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 19th December, 1872.

MUNICIPAL DISTRICT OF MACDONALD TOWN.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Macdonald Town—for regulating their own proceedings—for the collection and enforcement of rates—for the management of roads and streets—for the prevention of fires—for the suppression of nuisances—and for the general good rule and government of the Municipality,—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the Municipalities Act of 1867.

HENRY PARKES.

MUNICIPAL DISTRICT OF MACDONALD TOWN.

BY-LAWS for regulating proceedings of the Council of the Municipality of Macdonald Town, for regulating the general business and good government of the Municipality.

Meetings of Council.

1. The Council shall meet for dispatch of business at half-past seven P.M. on the first Monday of every month; but when such day shall be a holiday, the Mayor shall appoint some other day not exceeding four days later than the said holiday.

2. In the event of a quorum not being present within half an hour after the time appointed, the names of the Aldermen present shall be taken down and entered into the minute-book by the Council Clerk, and every Alderman so absent shall pay a fine of two shillings and sixpence: Provided such fine shall be remitted only in case of accident, illness, or other causes, which shall be laid before the Council at the next meeting in writing by the absentee, and by them deemed satisfactory.

3. All such fines as aforesaid shall be paid to the Council Clerk within ten days after the person so fined shall have received or had left at his residence a notice of such fine; and, in case of default, the Mayor shall enforce the payment thereof under the provisions of the Municipalities Act of 1867. All such fines to be carried to the credit of the funds of the Municipality.

Duties of Mayor or Presiding Alderman.

4. The Mayor or Presiding Alderman, or Chairman at any Committee Meeting, shall preserve order; and his ruling upon all occasions shall be final, and no argument or discussion shall ensue thereon, but he may state his reasons for such decision.

5. The Mayor, Presiding Alderman, or Chairman shall decide as to pre-audience of members, where two or more desire to speak; and may call any member to order for refusing to comply with his decision, or speaking a second time on the same subject unless in explanation, and that by permission duly asked from and given by the Mayor, Presiding Alderman, or Chairman.

6. Every Alderman introducing a motion shall have the right of reply, and of speaking once on every amendment.

7. Every motion duly put and seconded shall be put first in the affirmative and then in the negative, and the Mayor, Pre-

siding Alderman, or Chairman may if he thinks fit, or shall if the mover (only) of the resolution requests, call upon the members to divide, in order that the correct sense of the meeting may be ascertained.

Order of Business.

8. The minutes of the last meeting shall be read, and if by resolution of the members present be considered correct, the Mayor or Presiding Alderman shall sign the same; but if any objection be made as to their correctness or any part thereof, the question shall be put to the Council; and if the Council shall so decide, the alteration shall be made and such alteration shall be signed in the margin by the Mayor or Presiding Alderman and the Council Clerk.

9. After the confirmation of the minutes, the order of business shall be as follows:—

10. Reading of correspondence.

11. Presentation of petitions.

12. Reports.

13. Motions.

14. Questions of which four days notice have been given, and no other questions can be asked.

Conduct of Business.

15. Every Alderman shall stand while speaking, and shall address the Mayor or Chairman.

16. Every Alderman shall confine his remarks to the subject before the Council.

17. No Alderman shall make any remarks of an offensive or personal nature upon any Alderman or officer of the Council.

18. No member shall speak longer than ten minutes on any subject under debate, except it be the mover of any motion; and he shall not speak for a longer period than twenty minutes, unless by the consent of the Council previously obtained.

19. A debate by motion may be adjourned to any time.

20. The Council shall vote by a show of hands, and every Alderman present shall be compelled to vote, excepting the Mayor or Presiding Alderman.

21. No member shall interrupt another while speaking, by acclamation or any other expressions of assent or dissent.

22. All petitions shall be presented by an Alderman and read by him to the Council, he previously having ascertained that it contains no language or other matter in any way disrespectful to the Council; and no petition shall be received unless its reception be moved, seconded, and carried.

23. All amendments must be in writing, and shall be delivered by the mover to the Council Clerk.

24. Amendments, after being seconded, shall be put and disposed of in the order in which they stand, beginning at the last and proceeding inversely until carried or the whole has been lost, when the motion shall be put.

25. No motion to rescind a resolution, or to affect it in any way shall be put upon the business-paper, unless by consent of the majority at a Call of the Whole Council.

26. A Call of the Whole Council may be ordered by resolution, of which due notice has been given.

27. The Council Clerk shall make out a paper, to be called the business-paper, which shall contain all matters to be considered; and all such papers shall be filed and become records of the Council.

28. All such business-papers shall be signed in the margin by the Mayor or Chairman, specifying the manner in which each matter has been disposed of.

29. Any member infringing or disobeying any of the aforesaid rules, shall be called to order by the Mayor or Chairman; and any member refusing to submit to the ruling of the Mayor or Chairman, on being called to order, he shall pay a fine of five shillings: all such fines to be enforced and subject to the same conditions as By-law No. 3.

Committees.

30. There shall be three Permanent Committees, viz.:—The Improvement, The Finance, and By-law, and all Reports of Committee shall be signed by the Chairman.

31. The Finance Committee shall examine and check all accounts, and shall watch over all the financial affairs of the Municipality.

32. The Improvement Committee shall have the general inspection of all roads, streets, ways, and other public places, under the care and management of the Council; and shall inquire and report on all necessary improvements or repairs that may be required; and shall finally examine and pass all works that have been carried out by resolution of the Council, and under the direction and supervision of the Mayor and his officers duly appointed by the Council.

33. The Mayor may in cases in emergency authorize the expenditure of any sum not exceeding five pounds until the next meeting of the Council, and by request in writing of not less than three Aldermen may authorize the expenditure of any further sum not exceeding ten pounds, but no further expenditure shall be permitted until the Council shall have met and authorized the outlay.

Collection of Rates.

34. All rates made by the Council may be paid half-yearly, viz.: Within seven days after the expiration of the thirty days allowed by law, and on or before the 31st day of August in each year, and shall be paid to the Council Clerk at the Council Chambers during office-hours.

35. The Council Clerk shall at the expiration of these dates lay before the Council a list of all persons whose rates are in arrears.

36. The Mayor shall take immediate steps to enforce payment of all rates due as aforesaid, according to the powers vested in him by the Municipalities Act of 1867.

37. The Council shall appoint a Bailiff, who shall make all levies or distresses for the recovery of rates due under the warrant of the Mayor, according to Schedule A hereto annexed.

38. The Bailiff shall be paid for all levies, entries, distresses, or warrants made under these By-laws, according to Schedule B hereto annexed.

39. The Bailiff shall at the time of making any distress make out an inventory of all goods, live stock, land, houses, or other property, and shall deliver a copy thereof to the owner of the property or goods so distrained upon, or the occupier thereof, or to some person on his or her behalf; or in the absence of any such owner or occupier, then such inventory shall be posted on some part of the premises; and a like copy shall be delivered to the Council Clerk.

40. It shall be lawful for the Bailiff and such assistants as he may require to enter into and upon any land, buildings, or other property in respect of which a warrant has been issued for the recovery of rates as aforesaid, and to distrain goods therein and thereon, and to remain in charge of such building or other property; and if the sum for which such distress shall have been made or taken be not on or before the expiration of five days, it shall be lawful to sell the said goods or any part thereof by public auction, either on the premises or at any other place within the Municipality; and the surplus, if any, that may remain after deducting all costs in addition to the sum distrained for, shall be paid over to the owner of the goods so sold.

41. The owner shall be allowed to point out the goods to be first sold, and so successively.

42. The Bailiff shall within forty-eight hours after such sale deliver to the Council Clerk the proceeds thereof, as also the inventory of the effects so sold.

43. In the temporary absence of the Bailiff through illness or business, the Mayor may appoint a substitute for the time being.

Management of Roads or Streets.

44. All roads and streets within the Municipality shall be formed as follows, viz.—One-sixth of the whole breadth on each side shall be reserved for a footway, leaving the central portion, the remaining two-thirds, as a carriage-way; unless in streets of 30 feet or less, when the footways shall be 4 feet wide.

45. No person shall erect any house or other building in any part of the Municipality without giving due notice in writing to the Council Clerk, describing the nature and situation of such building, the size, number of rooms, materials of which it is to be built, and all other necessary information; and the person giving such notice shall be entitled to receive, within seven days after receiving such notice, an authority duly signed by the Council Clerk to proceed with the said building, upon payment to the Council Clerk of a fee of two shillings and sixpence, without which authority no such building shall be erected, under a penalty of one pound.

46. All building notices shall be copied into a book to be kept for that purpose by the Council Clerk, and the notices to be filed and become records of the Council.

47. Any person placing any obstruction on any road, street, or footway, beyond the building-line, by the erection of any house, verandah, steps, fences, or any other obstruction, and not removing the same within fourteen days from the date of notice served on the premises or ground complained of, shall be liable to a penalty of five pounds.

48. All houses having frontages in a line with the footway shall be sufficiently spouted and guttered, to be laid under the footpath; and any occupier or owner of such houses not complying with this By-law, within fourteen days after due notice has been served on such premises, be liable to a penalty of one pound.

49. No person shall throw or deposit any rubbish, dead fowls, or animals of any description, or any offensive matter, into or on any road, street, lane, footpath, gutter, or any ground near to a public way, under a penalty of ten shillings.

50. No driver or other person shall wilfully or negligently do or cause to be done any damage or injury to the kerbstones, gutters, or footpaths, or to drive any horses, cattle, or other animals, or wheeled vehicles of any description, on the footpaths, under a penalty of ten shillings, in addition to the amount of damage done.

51. No person shall be allowed to place any building materials on the footpaths or streets, unless by the sanction of the Mayor, in writing, countersigned by the Council Clerk; and any building materials so placed, or any open cuttings or excavations, shall be protected by two lights, to be kept burning from sunset to sunrise; and for every such authority as aforesaid the sum of two shillings and sixpence shall be charged. Any person infringing this By-law shall be liable to a penalty of one pound: Provided always, the Mayor may in cases of urgency give a verbal permission, to extend over a period of not more than twenty-four hours.

52. No person shall place on the footpath or in the gutter, any cart, barrow, goods, or produce of any kind, to the obstruction of the public, under a penalty of ten shillings.

53. All horses, cattle, goats, pigs, or other animals straying in any road, street, lane, or any public place within the Municipality, shall be impounded, or the owner fined to the amount of ten shillings for each beast so found straying.

Prevention of Fires.

54. No person shall place or permit to be placed in any house, workshop, or other building, fire, gunpowder, or combustible or inflammable materials of any kind, so as to endanger contiguous buildings.

55. The Inspector of Nuisances, or other officer duly appointed, shall, upon receiving a representation in writing that fire is being used, or combustible matter stored to the danger of adjoining building, proceed to the premises complained of; and shall, if he thinks necessary, cause the danger to be removed immediately.

56. Any person lighting or making a fire in any street, lane, road, or any public place, within the Municipality, without permission of the Mayor first had and obtained, shall be liable to a penalty of one pound.

Suppression of Nuisances.

57. No person residing in the Borough shall be allowed to permit his or her premises, closets, or drains to be offensive to the neighbours.

58. No offensive trade shall be permitted to the inconvenience or annoyance of any resident in the Municipality.

59. No person shall breed or keep swine in any house, yard, building, or enclosure of any description, situate within forty yards of any public road or thoroughfare, under a penalty of not less than forty shillings nor more than five pounds for every offence.

60. The Inspector of Nuisances may at any reasonable hour enter into and upon any premises, stall, or place where meat, fish, or other articles of food are kept for sale, and examine the same; and if any such articles shall appear to him to be unfit for human food, he shall seize the same; and if it shall appear to any Justice of the Peace, upon evidence, to be unwholesome, he shall order it to be destroyed, and the owner thereof, or the person in charge of the premises in which it was found, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

61. Upon representation in writing by any two ratepayers that any house within the Municipality, and within reasonable distance of such ratepayers, is of ill-fame, it shall be lawful for the Mayor to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupation of all the inmates of the said house and premises; and upon non-compliance with such demand, or if the Mayor shall consider the house to be one of ill-fame, he shall declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice. And if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall, on conviction thereof, forfeit and pay any sum not less than two pounds nor more than twenty pounds; and if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence a sum not less than five pounds nor more than fifty pounds; and if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house, or such other person residing or being therein as aforesaid, shall for every such third offence forfeit and pay a sum not less than ten pounds nor more than fifty pounds, and a further sum of ten pounds for every further period of forty-eight hours during which such nuisance shall continue. And the Justices of the Peace before whom the case shall be heard shall be empowered to order instant levy and distress.

Penalty.

For every offence against these By-laws, except as otherwise provided, the offender shall be liable to and shall pay a penalty of not less than ten shillings nor more than five pounds, to

be recovered before any two Justices of the Peace. And all fines and penalties imposed by these By-laws shall be recoverable before any Justice of the Peace.

SCHEDULE A.

I, _____, Mayor of the Municipal District of Macdonald Town, 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 of _____, being the amount of Municipal rates due to the said Municipality to the _____ day of _____ for the said dwelling-house, land, or premises; and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, 187 _____

Mayor.

SCHEDULE B.

FEEs OF BAILIFF.

	s.	d.
For every warrant	3	6
For making every entry and inventory in the execution of the warrant.....	3	0
If in possession for five hours	5	0
For every other day or part of a day	6	0
And five per cent. on net amount of sale.		

INVENTORY.

I have this day, in virtue of a warrant under the hand of the Mayor of the Municipal District of Macdonald Town, dated _____, distrained the following goods and chattels in the dwelling-house, or in or upon the land and premises of _____, situate within the said Municipality for the sum of _____, being the amount of rates due to the said Municipality to the day of _____, 187 _____.

Dated this _____ day of _____, 187 _____

Bailiff.

Made and passed by the Council of the Municipal District of Macdonald Town, this fourth day of November, 1872.

HENRY KNIGHT,
Mayor.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF BROUGHTON VALE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 20th December, 1872.

MUNICIPAL DISTRICT OF BROUGHTON VALE.

BY-LAWS.

The following By-laws, made by the Municipal District of Broughton Vale, repealing their existing By-laws—for regulating the proceedings of the Council and the duties of the officers and servants thereof, relating to the subdivision and change of property—for determining the modes of collecting and enforcing payment of rates—for opening new public roads, &c.—for aligning roads and streets, providing for the proper care of the same, and preventing nuisances on or near such roads or thoroughfares, and in rivers or watercourses—for the extirpation of weeds and for the general management and good government of the Municipality,—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.

HENRY PARKES.

BY-LAWS.

By-laws for repealing the existing by-laws and for regulating the proceedings of the Council of the Municipal District of Broughton Vale, and the duties of the officers and servants of such Council—for determining the modes of collecting and enforcing payment of rates—the subdivision and change of property—opening new public roads, ways, and parks—aligning roads and streets, and providing for the proper care of the same, and for preventing nuisances on or near such roads or thoroughfares, and in rivers or watercourses, and regulations as to penalties and costs—the extirpation of weeds—and the general management and good government thereof.

PART I.

Repeal of existing by-laws.

1. The by-laws of the Municipal Council of Kiama, passed by the Council on the 16th day of November, 1859, and proclaimed by the Honorable the Colonial Secretary on the 7th day of December, 1859; also those passed by the Municipal Council of Kiama on the 14th day of May, 1867, confirmed by His Excellency the Governor Sir John Young on the 27th day of December, 1867, and proclaimed by the Honorable the Colonial Secretary on the said 27th day of December, 1867; and further the by-law passed by the said Council on the 20th day of July, 1869, confirmed by His Excellency the Governor, the Earl of Belmore, and proclaimed by the Honorable the Colonial Secretary on the 24th day of September, 1869, so far as they affect the Municipal Council of Broughton Vale, are hereby repealed.

PART II.

MEETINGS OF COUNCIL.

Ordinary Meetings.

1. The Council shall meet at the Council Chamber, 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 thirty 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 at 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 meetings—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 four, 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, 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.

Notice 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 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 motion, 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 the first-named Alderman, or a verbal one.

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 to be in writing—only one amendment at a time.

15. No motion 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 Council.

17. If any 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 upon 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 to be 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 or 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.

Section 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 may 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 questions so put to him.

Question to be put without argument.

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 such 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.

Limitation 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 any personal reflections 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 *bonâ 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 while 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 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 members 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 shall, 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 reopened; 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 pounds.

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 the Council thereon; and he shall be at liberty to put any such question as often as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

Division.—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 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, 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 failed to vote.

Divisions in Committees on points of order may be reported.

61. Whenever a decision upon any point of order shall have been given by the Chairman of a Committee of the Whole Council, under the provisions 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.

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, *vis à voce*, by the Chairman of such Committee; and 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 two Standing Committees, namely—A General Committee for Works and a Finance Committee. These Committees shall be appointed every year, at the first meeting of the Council which shall be holden after the election of the Mayor.

Committee for Works.

70. 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 matters or subjects of the like nature as they may be directed by resolution of the Council to inquire into and report upon.

Finance Committee.

71. 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 into and report upon.

Special Committees.

72. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully entrusted 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 entrusted to any such Special Committee. The appointment of every such Special Committee shall be made by resolution, and it shall be incumbent upon the mover of such resolution to embody therein a statement of the duties proposed to be entrusted 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 of 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 Committees.

73. 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.

74. Appointments to the General Committee of Works, and the Finance Committee, 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 held.

75. The Chairman shall call a meeting of any Committee, whenever he judges it necessary, or when requested to do so by any two members of such Committee.

Records of transactions in Committee.

76. The Chairman of each Standing Committee may make or cause to be made memoranda of all the transactions of such Committee, which memoranda he may hand to the Council Clerk to be kept with the records of the Council.

EXPENDITURE.

Except in emergent matters, cost of all work to be estimated before undertaken.

77. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the Municipality shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Emergent matters.—Expenses authorized to be reported.—Outlay to be in accordance with Orders of the Council.

78. For emergent matters during the interval which may elapse between the meetings of the Council, outlays to the following extent may be incurred:—

By order of the General Committee for Works, or of the Chairman and one member of such Committee,—for repairs or emergent works, to the extent of two pounds: Provided, that in every case, a detailed report of every such outlay shall be laid before the Council at its next meeting; 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 the Finance Committee.

79. 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.

Certificate, memorandum, or report, required with each claim.

80. No payment shall be so ordered unless there shall be a certificate, memorandum, or report 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 legitimate, 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, before recommending payment.

*COMMON SEAL AND RECORDS OF THE COUNCIL.**Common Seal—how secured.*

81. The common seal shall be in the custody of the Mayor; or, if found more convenient, it may by resolution of the 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.

82. 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 illness or absence by an Alderman duly authorized by resolution of the Council and countersigned by the Council Clerk.

How books of account are to be kept and inspected.

83. All books of account and all records, statements, and memoranda of receipts and expenditure shall be kept in such manner and form as the Council, may direct. The Finance Committee shall have the right to inspect all the books of account, and 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.

84. 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 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. The Council Clerk shall be held responsible for the safe custody of all the records of the Council.

Impression of seal, &c., not to be taken, &c., without leave of Council.—Penalties.

85. 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.

86. 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, in order that such Clerk 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, Mayor, 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 or return of the same.

Penalty for defacing or destroying record.

87. 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.

88. 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.

89. Every appointment may be made by ballot, or in such other mode as may at the time be determined by the Council.

Exceptional cases.

90. 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 the 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 Municipality.

Bonds for good conduct.

91. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited 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 officers and servants of the Council.

92. The duties of all officers and servants of the Corporation, other than the Council Clerk and Treasurer, shall be defined by such regulations as may from time to time, and in accordance with law, be made by the Council.

Duties of Council Clerk.

93. The Council Clerk, in addition to the duties which by the Municipalities' Act of 1867, or by the present or any other by-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Municipality under the provisions of the said Municipalities Act. He shall also conduct all the correspondence necessary on the part of the Council. He shall likewise have charge of all books, documents, and records of the Council, except such books or documents as may (under these by-laws) be entrusted temporarily to any other officer, and shall be responsible for the safe keeping of the same. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Duties of Treasurer, &c.

94. The Treasurer shall be in charge of the revenue of the Municipality under the direction of the Council, and shall keep the account of receipts and disbursements in such manner as said Council may approve. He shall be responsible for the safe keeping of any book or record committed to his charge by an order of the Council. Any other officer of the Council having any records so committed to his charge shall be responsible for the safe keeping of such records.

Special powers of Mayor.

95. The Mayor shall have the 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, statement, explanation, or information shall have been already prepared or given, or have been already placed on record as hereinbefore provided; or shall have been expressly forbidden or dispensed with by the Council. All such returns or statements as aforesaid shall be in writing, and shall be recorded. All such explanation or information may, except as hereinafter provided, be either rendered *vivâ voce*, or put into writing, as the Mayor may direct.

MISCELLANEOUS.

Leave of absence.

96. 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 letting work.

97. Whenever it is decided that any work shall be executed, or any materials supplied, it shall be done or supplied by contract. Tenders may be called for the execution of such work, or the supply of such material, by public notice as hereinafter provided; or the Council may, at its discretion, authorize the letting of the contract to the best advantage.

Drafts of intended by-law.

98. A draft of every intended by-law shall be 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.

99. 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 of any 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.

100. 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.

101. 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 Municipality, as may have been directed by the Council, or by the Mayor, to be commenced and laid, shall be so commenced and 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 entrusted; 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 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. 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 entrusted to an attorney.

How notices are to be published.

102. 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 made, done, 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 Chamber for the space of four days, if so ordered by the Council; or on some conspicuous place readily accessible to the public; or when judged expedient by the Council, or required by law, by advertising the same in some newspaper circulating in the Municipality.

Power to suspend temporarily certain portions of these by-laws.

103. Any of the foregoing by-laws which relate to or affect the proceedings at meetings of the Council, may be suspended *pro tempore* without notice, in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

Mode of proceeding in cases not provided for.

104. In all cases not hereinbefore 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.

PART III,

SUBDIVISION OF PROPERTY.

Change of occupier.

1. If the owner, tenant, or occupier of any property within the Municipality 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 thirty 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 MODE OF COLLECTION.

Rates under section 164 of the 31st Victoria, 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 said section, shall be collected yearly or half-yearly, as may be determined upon by the Council, in advance, and shall be held due and payable on such day as the Council shall by resolution from time to time appoint.

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 aforesaid Act, or by this "Part" of these By-laws, at the Council Chamber, to the Treasurer, 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 fourteen 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 time 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.

Rate-paper may be served through the Post Office, &c.

6. The Council may direct rate-papers to be sent through the Post Office to the person rated, addressed to his residence or last known place of abode, and the day of putting such rate-paper into the Post Office shall be deemed the date of service. Rate-papers, however, may be served in such other manner as the aforesaid Act, 31st Vict., No. 12, authorizes or directs.

ENFORCEMENT BY DISTRESS.

Bailiff.—Tenure of Office.

7. 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.

8. The Bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of twenty-five pounds each, for the faithful performance of his duty.

Duties of Bailiff.

9. 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.

10. 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.

11. If the sum for which any such distress shall have been so 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 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 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.

12. 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 of such distress.

Goods may be impounded.

13. 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 or 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.

14. 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 sold, and the said goods or chattels shall in such case be put up for sale according to such direction.

Proceeds of distress.

15. The Bailiff shall hand over to the Treasurer all proceeds of every such distress within forty-eight hours after having received the same.

Costs.

16. 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 Municipal District of Broughton Vale, do hereby authorize you, _____, the Bailiff of the said Municipality, or your deputy, to enter in and upon the land or premises, or into the dwelling-house of _____, situate at _____, and to distrain the goods and chattels you may there find, for the sum of £ _____, being the amount of rate or rates due to this Municipality, according to the Schedule hereto annexed, for the said land or premises or dwelling-house, and to proceed thereon for the recovery of the said rate or rates, together with costs of the warrant, and your authorized charges for taking, keeping, and selling the said distress, according to law.

Given under my hand and the common seal of the Mayor and Aldermen of the Municipal District of Broughton Vale aforesaid, at the Council Chambers, Broughton Vale, this day of _____ 18____

[Seal.] Mayor.

SCHEDULE B.

INVENTORY.

I HAVE this day, in virtue of the warrant under the hand of the Mayor of the Municipal District of Broughton Vale, dated _____, distrained the following goods or chattels in the dwelling-house, or in or upon the land and premises of _____, situate at _____ within the said Municipality, for the sum of £ _____, being the rate or rates due to the said Municipality to the day of _____ 18____

Dated this _____ day of _____, 18____ Bailiff.

(List to be appended.)

SCHEDULE C.

COSTS.

	s.	d.
For every warrant of distress	2	0
For 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 £ on the proceeds of the sale, in addition to the costs of advertisements (if any.)		

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 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 Municipality 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 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 Council. And such further instrument of dedication shall be preserved as a record of the Council.

Alignment of roads, and removal of encroaching fences.

4. The Council may at any time cause an alignment of any proclaimed road within the Municipality 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 part thereof, to remove such fence, wall, or other erection, within three months 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 part of any tree shall fall on or across any public road within the Municipality, 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 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 part of any tree.

No turf, gravel, &c., to be removed from any 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, gravel, soil, stone, or other material, in or from any part of the carriage or footway of any street, road, or other public place within the said Municipality without leave first had and obtained from the Council, or who shall break up or otherwise damage any such carriage or footway, shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Entrance to public roads to have culverts across the 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 Municipality, 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 on 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 Municipality, 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 Municipality, 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 footway, 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 place, any waggon, cart, dray, sledge, or other carriage, or any wheel, wheelbarrow, handbarrow, 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 offence.

Cattle, &c., straying on roads and streets.

11. Any person who shall suffer any kind of cattle, horse, mule, swine, sheep, or goats belonging to him or her, or under his or her charge, to depasture, stray, go about, or to be tethered in or on any street, road, or public place within the said Municipality, shall forfeit and pay in respect of every such offence any sum not exceeding two pounds, nor less than five shillings.

Careless driving, &c.

12. 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, road, 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.

13. Any person who shall ride or drive through or upon any street, road, or public place within the said Municipality, 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.

14. Any person who shall erect any fence, or remove any existing fence on the side of any road within the Municipality, 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.

15. 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 Municipality, 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.

16. 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 Municipality, 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.

Standing trees, &c., on roads and public places not to be felled.

17. If any person shall cut or fall, or remove, or destroy any standing timber, or brush, in or upon any street, road, way, thoroughfare, or reserve within the Municipality, without the

permission of the Council, every person so offending shall for the first offence forfeit and pay, on conviction, the penalty or sum of ten shillings, and for every subsequent offence the penalty shall, on conviction, be extended to the forfeiture and payment of the sum of forty shillings.

Ferocious dogs not to be at large on road, &c.

18. If any person shall permit or suffer to be at large in any road, way, or thoroughfare within the said Municipality, any ferocious dog, and shall, after public notice given by the Council directing dogs to be confined, neglect or refuse to confine such dogs; or if any dog or bitch, otherwise quiet, shall at any time run after and annoy any person on foot or on horseback, or riding in any vehicle, so as to cause alarm or danger, then the owner of such dog so at large as aforesaid, or of such dog or bitch causing such alarm or danger, and refusing or neglecting to confine the same after public notice as aforesaid, shall for every such offence forfeit and pay, on conviction, the penalty or sum of not less than ten shillings, nor more than two pounds.

Road not to be obstructed.

19. Any person or persons who shall fence across, or fence in, or in any way obstruct any public road, highway, or thoroughfare within the said Municipality, shall, upon conviction, forfeit and pay a penalty of not less than ten shillings, nor more than two pounds, for every such offence.

Timber not to be placed in river or watercourse.

20. Any person or persons placing, or causing to be placed any timber or fallen trees in any river, creek, or watercourse within the said Municipal District, whereby any bridge, culvert, or road might be in danger of being destroyed in time of floods, if not removed within sixty days after receiving notice from the Council, shall, on conviction, forfeit and pay a penalty of not more than forty shillings, nor less than ten shillings, for every such offence.

Dead animals not to be cast on road or into any watercourse, &c.

21. Any person or persons who shall cast any dead animal on any road or public thoroughfare, or who shall cast any dead animal, or any animal with intent of drowning into any river, creek, or watercourse, in the said Municipality, or who shall suffer such animal to remain upon any such road or thoroughfare, or in any such river, creek, or watercourse after notice to remove the same, signed by the Mayor or by the Council Clerk, shall, on conviction, forfeit and pay any sum not exceeding five pounds, nor less than one pound; in addition to the cost of removing the same, incurred by the order of the Mayor, or upon that of any two Aldermen, to cause the said animal to be removed and destroyed.

Slaughter-houses not to be close to public thoroughfare.

22. No slaughter-house or place for slaughtering cattle, sheep, or swine shall be allowed within one hundred yards of any public road or thoroughfare within the said Municipality; and any person or persons using any premises as a place for slaughtering cattle, sheep, or swine within the distance of one hundred yards of any public road or thoroughfare within the Municipality aforesaid, shall, upon conviction, forfeit and pay for each and every such offence a sum, or penalty, not exceeding five pounds nor less than ten shillings; and it shall be lawful for any officer authorized by the Council to enter on the lands and premises, and to measure and ascertain the distance.

Who to mark out roads.

23. The surveyor of the Municipal District, or other officer, or person duly authorized by the Council in that behalf, shall be the proper officer for marking 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, and the carriage or foot ways in each of such roads, streets, lanes, or thoroughfares.

Cattle or animals may be impounded off roads or reserves.

24. Any officer or person duly authorized by the Council shall have the power to impound in the nearest public pound all cattle and animals of every description found straying on the public roads or thoroughfares, or reserves, in the Municipal District of Broughton Vale.

As to interference with Officer of Council in enforcing by-laws.

25. Any person who shall obstruct or interfere with any officer of the Council or other person doing or performing any duty or act under any of the by-laws of the said Municipal district, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

Penalties to be paid over to Treasurer.

26. All penalties under any of the by-laws shall be paid over to the Treasurer of the Municipality, to be appropriated as the Council may direct.

Provision as to amount of minimum penalty.

27. In any conviction under these by-laws where a minimum penalty has not been named the convicting Justices or Court shall impose a minimum penalty of not less than five shillings.

Provision as to costs.

28. Where any conviction has taken place or a penalty has been imposed under the authority of any of these by-laws, wherein no provision has been made for the recovery of costs, the convicting Justices or Court shall in each and every such case, together with the fine or penalty, adjudge and order the payment of costs of suit.

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 Municipality to be made by an officer appointed for that purpose, whose duty it shall be, on making such inspection, to report to the Council on the state of the growth of the Scotch thistle, the Bathurst burr, 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 fourteen days from the date of the 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; 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, together with the costs of suit: And such officer may at any time enter on all lands within the Municipality for the purpose of inspecting the same without any further warrant than the authority of these by-laws.

Made and passed by the Mayor and Aldermen of the Municipal Council of Broughton Vale, at their meeting, the twenty-sixth day of October, in the year of our Lord one thousand eight hundred and seventy-two.

(L.S.) JOHN DAVEY,
Mayor.

By order of the Council,—
THOMAS BOYCE,
Council Clerk.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPALITY OF ULMARRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 7th January, 1873.

MUNICIPALITY OF ULMARRA.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Ulmarra,—for regulating their own proceedings and the duties of the officers and servants of the Council—for the collection and enforcement of rates, and for the management of the roads, streets, and public places within the Municipality,—having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the Municipalities Act of 1867.

HENRY PARKES.

PART I.

BY-LAWS FOR THE MUNICIPAL DISTRICT OF ULMARRA.

Meetings of the Council.

1. The Council shall meet for the despatch of business at the hour of 5 o'clock P.M., on the second Thursday of every month, unless such day shall happen to be a public holiday. In the latter case, the meeting shall be held 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. Two-thirds of the above Council to form a quorum.

Order of business.

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 verified by the signature of the Mayor or other Chairman. 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 any 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 as they stand on the business-paper.

(7.) Orders of the day to be disposed of as they stand on the business-paper: 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.

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 Alderman at whose instance such special meeting shall have been called may have directed.

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.

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 Alderman calling such meeting.

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.

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.

9. All notices of motions 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.

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.

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.

12. No motion of which notice shall have been entered on the business-paper shall, except as hereinafter provided, 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 the first-named Alderman.

13. No motion in Council shall be discussed unless and until it be seconded.

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.

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.

17. If an amendment be carried, the question as amended thereby shall become itself the question before the Council, whereupon any further amendment upon such question may be moved.

18. If any amendment—either upon an original question or upon any question amended as aforesaid—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.

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.

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.

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.

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 arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

Petitions.

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.

24. All petitions shall be received only as the petitions of the parties signing the same.

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.

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.

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.

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.

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.

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 the Mayor.

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 the 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.

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.

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.

34. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

35. Every such question must be put categorically, without any argument or statement of fact.

36. Every such statement must be made without argument.

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.

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.

39. No Alderman shall be interrupted while thus speaking, unless for the purpose of calling him to order as hereinbefore provided.

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.

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.

42. No Alderman shall digress from the subject under discussion, or shall make any personal remarks on—nor impute improper motives to—any other Alderman.

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.

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.

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 any other Alderman when speaking, or to materially 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.

46. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question, as provided for by section 3 of this "Part" of these By-laws, except as is further provided for by section 38 of the same; but 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.

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.

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 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.

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.

50. Every member of the Council shall have the right of calling the attention of the Mayor or other 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.

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 apologize, 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 apologize 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 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 other 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 reopened: 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.

52. The Mayor or Chairman, when called upon to decide points of order or practice, shall state the provisions, rule, or practice which he shall deem applicable to the case, without discussing or commenting upon the same.

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 done or said 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.

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 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 pounds.

55. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or of 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 question 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 retroactive 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.

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 the Council thereon; and he shall be at liberty to put any such question as often as shall be necessary to enable him to form and declare his opinion as to the opinion of the majority.

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 three pounds.

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 of the Council on 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.

59. The following sections of this "Part" of these by-laws shall (except as in 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.

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 sittings, 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.

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 provisions 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.

62. Any Alderman may at any time during the meeting 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 any future day; or that no leave be asked to sit again. And if any 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 shall be negatived, the subject then under consideration shall be discussed before another such motion shall be receivable.

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 of any such report as aforesaid, it shall not be necessary to report any such proceedings in full, but only to state the result, general effect, or substance of such proceedings.

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 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.

65. A call of the Council may be made or 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.

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.

67. The call shall be made immediately before the motion of 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.

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 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 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.

69. There shall be four Standing Committees, namely—a By-law Committee, a Committee for Works, a Finance Committee, and a Committee for General Purposes. These Committees shall be reappointed every year at the first meeting of the Council which shall be holden after the election of the Mayor.

70. Each of the three Committees first-named in the last preceding section shall consist of three members to be taken from the Aldermen of each Ward, and the Committee for General Purposes shall consist of the whole Council.

71. The reappointment of the three said first-named Committees may, on resolution of the Council, be made by ballot. In such case a list or lists of the members for each ward shall be handed to each member then present, who shall mark against the name of each such member the title of the Committee to which in his opinion such member ought to belong. And the Mayor or Chairman shall thereupon examine such lists so marked, and shall declare the result. And if there shall be an equal number of votes, for the appointment of any two or more members to any one of such first-named Committees, such Mayor or Chairman shall decide which of such members shall be appointed to such Committee.

72. The By-law 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 district. 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 district, 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.

73. The Committee for Works shall have the general directions of all works ordered or sanctioned by the Council; and the general inspection of all roads, streets, 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.

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 district. And as to such matters or subjects of the like nature as they may be directed, by resolution from the Council, to inquire into and report upon.

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 beforementioned standing Committees, and shall from time to time inquire into and report any such subject, matter, or question as they may think necessary, or as they may be

directed by resolution of the Council to inquire and report upon.

76. Special Committees may consist of any number of members, and may be appointed for the performance of any duty which may be lawfully entrusted 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 entrusted 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 entrusted 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 entrusted to any 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 the 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.

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.

78. Appointments to the By-law Committee, the Committee for Works, and the Finance Committee shall be for the whole municipal year; the Chairman of these three Committees as appointed or removed from the Chairmanship of the same, shall be thereby and without any further order, regarded as having been appointed to or removed from the Committee for general purposes; 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 any 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.

79. The Council Clerk shall call a meeting of any Committee whenever requested so to do by the Chairman or any two members of such Committee.

80. The Chairman of each standing Committee shall 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.

81. With the exception of emergent matters, hereinafter specially provided for, no work affecting the funds of the district shall be undertaken until the probable expense thereof shall have been first ascertained by 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 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, to the extent of two pounds.

(3.) By order of the Mayor and any two Aldermen, or without the Mayor, of any four Aldermen,—for any emergent purpose, to the extent of five 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 Committee of Works, or the Mayor and Aldermen, or the Aldermen without 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.

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.

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 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 for such payment; and such certificates, memoranda, and authorizations shall be attached respectively to the reports of the Finance Committee, on the payments or outlays to which such certificates, memoranda, and authorizations shall have reference.

Common seal and records of the Council.

85. The common seal and the press to which the same shall be secured by a cover or box which, except when such seal and press are in use, shall be kept locked. There shall be duplicate keys to the lock of this cover or box, of which keys one shall be kept by the Mayor and the other by the Council Clerk; such common seal and press shall be in the custody and care of the Council Clerk.

86. The common seal shall not be attached to any document without an express order of the Council. In every case where such common seal has been ordered to be attached to any document, such document shall also be signed by the Mayor, or in case of the absence or illness of such Mayor, by two Aldermen, and countersigned by the Council Clerk.

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 accounts, 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.

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 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 such 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. It shall be the duty of the By-law Committee to inspect the records from time to time, to ascertain that the same are properly kept as aforesaid, and to report at once to the Council any act of neglect or appearance of inefficiency which they may discover in the keeping of such records.

89. No member 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 of the 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 one pound; for a second offence, to a penalty of not less than one pound nor more than five pounds; and for a third and every subsequent offence, to a penalty not less than five pounds nor more than twenty pounds.

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 the 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 five 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 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.

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.

92. No appointment to any permanent office at the disposal of the Council shall take place until a notice shall have been given to the whole of the Aldermen, and a resolution passed by the Council inviting applications from qualified candidates for the same. The salary or allowance attached to such office shall in every case be fixed before inviting applications for the same.

93. Every such appointment shall be made in such mode as may at the time be determined upon, whenever there is more than one applicant for such permanent office.

94. Nothing herein contained shall be held to prevent the appointment by the Council of any salaried officer or servant of the Corporation to any other permanent office or employment at the disposal of the 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 district.

95. All bonds given by officers or servants of the Council for the faithful performance of their duties, shall be deposited with 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 such other officer or servant.

96. The Council Clerk, in addition to the duties which by the Municipalities Act of 1867, or by the present or any By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the district under the provisions of the said Municipalities Act; he shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council; he shall likewise have charge of all the records of such Council, except such books or documents as may (as hereinafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

97. The Treasurer shall have charge of such books of account and other records of the Council as are mentioned in section 87 of this Part of these By-laws, and shall be responsible for the safe keeping of the same. Any officer of the Council may have any other records thereof committed to his charge by an order of the Council, and in such case shall be responsible for the safe keeping of such records.

98. 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, as follows, namely: as to duties of the Council Clerk and his assistants, if any, by the Mayor; as to the Treasurer and all collectors of rates, Bailiffs, Bailiffs' assistants, and other officers and servants employed in and about the collection of revenue, whose superintendence is not hereinafter specially entrusted to any other Committee, by the Finance Committee; as to all surveyors, architects, clerks of works, overseers, inspectors of drainage, or other officers and servants employed in or about the public works of the district, whose superintendence is not herein specially entrusted to any other Committee, by the Committee of Works; as to the

Attorney for the Corporation, health officer, inspector of nuisances, inspector of public vehicles, toll-keepers, inspector of slaughter-houses, poundkeepers, and other officers and servants employed in and about the carrying out and enforcement of the general provisions of the Municipalities Act of 1867, and of any other statute of which the operation has been extended to the district, and of the By-laws for the general good government of such district, whose superintendence is not herein specially entrusted to any other Committee, by the By-law Committee; and as to the librarian, clerk of markets, wharfingers, managers of public reserves under the charge of the Council, all officers and servants employed in or about any matter over which the Council has control, and whose superintendence is not herein specially entrusted to any other Committee, or to the Mayor, by the Committee for general purposes: Provided that all such regulations shall be in writing, and shall be in all cases laid before the Council at the first meeting thereof which shall be holden after the making of any such regulations, and shall be in strict accordance with any such orders or directions as may have been at any time given by such Council touching the matters to which any such regulations may have reference.

99. 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, explanation, 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 hereinafter provided, be either rendered *vivâ voce* or put into writing, as the Mayor may direct.

100. All complaints against officers or servants of the Corporation must be in writing, and must in every case be signed by the person or persons complaining; and no notice whatever shall be taken of any complaint which is not in writing, or is anonymous. All such complaints must be addressed to the Mayor, who, immediately upon the receipt of any such complaint, and without laying the same before the Council, shall have power to investigate the same; and if any such complaint be made to the Council, or to any member or officer thereof, it shall be referred to and investigated by the Mayor before it shall be in any way (otherwise than by such reference) ordered upon or dealt with by such Council: Provided that every report, explanation, and information which may be made or rendered in reference to every such complaint shall be in writing. And such Mayor shall state in writing the result of every such investigation, and his opinion as to what order (if any) ought to be made in connection therewith; and such complaint, with all reports, explanations, and information as aforesaid in connection therewith, and the Mayor's statement as aforesaid thereon, shall be laid before the Council at the next meeting thereof which shall be holden after the Mayor shall have made such statement, and shall be duly recorded: Provided further, that nothing herein contained shall be held to affect in any way the special powers conferred on the Mayor by section 152 of the Municipalities Act of 1867, or other special power which now is or hereafter may be conferred by statute upon such Mayor.

Miscellaneous.

101. No leave of absence shall be granted to the Mayor or to any Alderman otherwise than by resolution of the Council adopted after due notice.

102. Whenever it is decided that any work shall be executed or any materials supplied by contract, tenders for the execution of such work or the supply of such materials shall be called for by public notice, as hereinafter provided.

103. A draft of every intended By-law shall be 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 rate-payer who may desire to inspect the same, and public notice shall be given, as hereinafter provided, that such draft is so lying for inspection.

104. 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.

105. 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.

106. Such suits or informations for the enforcement of penalties for or in 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 district 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 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 entrusted; and if there shall be no such officer, then by any such officer or person as shall be appointed by the Council for that purpose, 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, be entrusted to an attorney.

107. 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 twice in some newspaper circulating in the district.

108. 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 they are applicable to the proceedings of the Council.

109. Any section or sections of this Part 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 the 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, on any pretence whatever, namely:—Sections 5, 6, 7, 8, 9, 20, 21, 22, 23, 24, 25, 26, 27, 28, 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, 98, 99, 100, 101, 104, 106, 107, and 108.

PART II.

Collection and enforcement of rates—times and modes of collection.

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 by half-yearly instalments; each such instalment shall, as to every such rate and every such instalment thereof, be held to be due and payable on and after such days as the Council shall by resolution appoint at the time of making or imposing such rate.

2. All rates levied or imposed by the 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 been appointed.

3. 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 Monday and Thursday, between the hours of 10 o'clock A.M. to 3 P.M.

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 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.

Enforcement by distress.

6. The Bailiff shall be appointed by resolution of the said Council, and shall be any time removable by a like resolution.

7. The Bailiff shall find two sureties to the satisfaction of the Mayor, to the extent of twenty pounds each, for the faithful performance of his duty.

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.

9. All levies and distresses shall be made under warrant, in the form of schedules 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.

10. If the 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 by public auction, either on the premises or at such other place within the said District 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.

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 ratepayer on demand at any time within one month after the making of such distress.

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 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.

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. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same.

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 marked C.

SCHEDULE A.

Warrant of distress.

I, the _____ of the Municipal District of Ulmarra, 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 or premises of _____, situate at _____, for the sum of _____, being the amount of rates due to the said district of Ulmarra, this _____ day of _____, for the said dwelling-house or land, 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 Municipal District of Ulmarra, dated _____, distrained the following goods and chattels in the dwelling-house, or in and upon the land and premises of _____, within the said Municipality, 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.

Costs.

Bailiff to be allowed five shillings per day while in possession, five per cent. on amount of sales, and one shilling per mile for every mile distant from the Council Chambers.

PART IV.

1. No new public road, street, or way, or other place proposed to be dedicated to the public, shall be taken under the management of the Council until after such road, street, way, or other place shall have been examined by the Committee for Works, and reported upon to the Council by such Committee.

2. Whenever any proprietor or proprietors of land within the said shall open any road, street, or way, or lay out any 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, or other place, he or they shall furnish the Council with a plan or plans, signed by himself, or herself, or themselves, showing clearly the position and extent of such road, street, or way, or other place as aforesaid.

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, 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.

4. The Committee for Works, or any officer or person acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council on that behalf, fix and lay out the levels of all public roads, streets, and ways within the district, and the carriageways and footways thereof; and it shall be the duty of such Committee, officer, or person, to place posts at the corners or intersections of such public roads and streets and of the carriage-ways and footways of such roads and streets wherever the same may be considered necessary or desirable by the Council.

5. 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 road or street or other public place within the said district, 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.

6. The Committee for Works, or any officer acting under the authority of such Committee, may at any time cause the traffic of any street, road, way, 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, 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.

7. Any person who shall haul, draw, or cause to be hauled or drawn upon any part of any road, street, or public place within the said district, 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 road, street, or public place, to the injury thereof, shall upon conviction for every offence forfeit and pay a sum of not more than forty shillings nor less than five shillings, over and above the damage occasioned thereby.

8. 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 and annoyance, or any matter or thing in or upon the carriage-way or the foot-way of any road, street, or other public place in the said district, shall upon conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than ten shillings.

9. Any person who shall damage any public buildings, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice, bridge, culvert, sewer, watercourse, or other public property within the said district, shall pay the cost of repairing the same; and if such damage be wilfully done, shall forfeit and pay any sum not exceeding twenty pounds nor less than five pounds.

10. Whosoever shall, without the consent in writing of the Council, place any dam or embankment in or across any river, creek, or natural watercourse, shall forfeit any sum not less than one pound nor more than ten pounds for every offence, and shall remove such dam or embankment within a reasonable time after such conviction, or shall forfeit any sum not less than five pounds nor more than twenty pounds; and if after such second conviction, such person shall fail to remove such dam or embankment within a further reasonable time, shall forfeit and pay a sum of not less than twenty pounds nor more than thirty pounds.

11. It shall not be lawful without notice to the Council, or otherwise than according to such plans and directions as such Council may make and give, to make or branch any private drain or sewer into any of the public drains or sewers, or into any drain or sewer communicating therewith; and in case any person or persons shall make or branch any private drain or sewers, or into any drain or sewer communicating or to communicate therewith, without such notice or otherwise than aforesaid, every person so offending shall for every offence forfeit and pay any sum not exceeding thirty pounds.

12. Every owner or occupier of land in, adjoining to, or near any road, street, or lane, cutting, or laying open any drains into any of the public roads, streets, or lanes, or shall cause or permit the opening of any drains into any of the public roads, streets, or lanes, shall be liable to a penalty not exceeding five pounds over and above the damage occasioned thereby; and if the aforesaid drains are not stopped and made secure within a reasonable time after receiving notice from the Council, the aforesaid owner or occupier of such lands shall be liable, upon a second conviction, to a penalty not exceeding twenty pounds nor less than five pounds.

By-laws for the Municipal District of Ulmarra, framed and passed by the Municipal Council of Ulmarra, on the 25th day of March, in the year of our Lord one thousand eight hundred and seventy-two.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ARMIDALE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 10th January, 1873.

BOROUGH OF ARMIDALE.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of Armidale, for the regulation of the "Armidale Free Library and Reading-room," 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.

HENRY PARKES.

BY-LAWS for the regulation of the Armidale Free Library and Reading-room.

1. The Library and Reading-room shall be open daily, excepting Sundays, Good Fridays, and Christmas Days, from 10 a.m. to 1 p.m., from 3 p.m. to 5.30 p.m., and from 6.30 p.m. to 9 p.m.

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, 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 written by the officer of the Council having the custody of the Institution, 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 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 other 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 in the event of any such person not leaving the premises when requested by the Librarian to do so, Police constables, on receiving information thereof, shall give such assistance as may be necessary to effect the offender's removal.

Free use of books.

4. All books, statutes, newspapers, periodicals, maps, or other publications, shall be accessible, without fee, for use only in the Library or Reading-room; all books must be received from, and when done with returned to, the Librarian.

Loan of books.

5. Any ratepayer, or any member of his or her family over fourteen years of age, or any person known to be of good character and permanently residing in the Borough, may, with the sanction of any one member of the Borough Council, upon paying to the officer in charge the sum—to cover loss from extra wear and damage likely to accrue—during a period of three months, obtain the loan of books from Class A, one work only at a time being allowed to such person, and not to be retained for any period exceeding fourteen days, but may be returned on any day within the hours specified during which it is provided the Library shall be open. No book, under any pretence, shall be removed from the Library until the officer in charge shall have been made acquainted with its title and number.

Expired periods renewable.

6. Any person desiring to retain a book for a longer period than the above, may renew the loan on making his or her desire known to the Librarian on its expiration, provided no other person shall have expressed a wish in the mean time to have the book. Every person who shall retain a book longer than the specified time shall be fined 6d. for the first seven or portion of seven days, and 1s. for each and every additional seven or portion of seven days.

Exceptions.

7. All publications received from the Government Printing Office, and certain books purchased with the Government grant, also books marked N, shall not be considered within the class of books persons may borrow. No periodical shall be considered within the Class A until it shall have been in the Reading-room two months.

8. Any society or class for mutual improvement or instruction, or for study or experiments, may, with the consent of the Council, when suitable accommodation shall have been provided, be formed in connection with, or may hold its meetings or carry on its studies or experiments at, the Institution: Provided that the general free access to and use of the Library and 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 regulations made by the said Council hereunder.

9. Any person who shall wilfully damage any visitor's book, catalogue, copy of by-laws, or other book or record, kept at such Library or Reading-room for the general use thereof, shall for every such offence forfeit and pay any sum not less than ten shillings nor more than ten pounds: Provided also, that all fines, penalties, and forfeitures, incurred under any of these by-laws, may be recovered in a summary way before any two Justices in Petty Sessions, according to the provisions of the Act 14th Victoria, No. 43, and the Acts therein adopted.

10. 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.

11. The foregoing rules shall be printed, framed, and suspended in the rooms, for the information of visitors.

Passed by the Municipal Council of Armidale, this 26th day of November, in the year of our Lord one thousand eight hundred and seventy-two.

WM. EWINS,
Council Clerk.

B. NAUGHTEN,
Mayor.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF CAMPERDOWN—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 13th January, 1873.

BOROUGH OF CAMPERDOWN.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of Camperdown, for the regulation of the Camperdown 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.

HENRY PARKES.

BY-LAWS FOR THE REGULATION OF THE CAMPERDOWN FREE LIBRARY.

1. The Library shall be open every Monday, Wednesday, and Friday from 7.30 to 9 p.m., and on Tuesday, Thursday, and Saturday from 2 to 4 p.m. In connection with the Library there shall 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 persons; 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 the 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 14 years of age, may take, on obtaining a written order from any Alderman, and depositing with the Librarian 2s. 6d. per annum, 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 mean time. 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 certain 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.

Miscellaneous.

7. Any society or class for mutual improvement or instruction or study for experiments, may, with the consent of the Council, be formed in connection with, or 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 other regulation made by the said Council hereunder.

8. Any person who shall wilfully damage any Visitors' Book, Catalogue, copy of By-laws, or any other book or record kept at such Library or Reading-room for the general use 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 any meeting of the Library Committee any infringement 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 the Borough of Camperdown, this twenty-ninth day of April, in the year of our Lord one thousand eight hundred and seventy-two.

WM. PIDCOCK, Council Clerk.

THOMAS A. HINDS,
Mayor.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALBURY—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 153.

Colonial Secretary's Office,
Sydney, 20th February, 1873.

BOROUGH OF ALBURY.—BY-LAWS.

The following By-laws, made by the Council of Albury, relating to the Suppression of Nuisances, and for the Regulation of Carters and Carriers and Public Vehicles,—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.

HENRY PARKES.

On and after the date of the publication hereof, the Albury Borough By-law, No. 6, of part 2, "Suppressing Nuisances" will be rescinded, and the following By-law substituted in lieu thereof:

Suppressing Nuisances.

Upon the complaint of any ratepayer that the house, premises, or yards of 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; and if such premises shall be found to be a nuisance or otherwise offensive, notice shall be given in writing, to the proprietor or resident of such premises, that if within three days after such notice the nuisance shall not be removed, the proprietor or resident of the aforesaid premises shall be liable to a penalty not exceeding ten pounds nor less than forty shillings.

Passed by the Borough Council of Albury, on the 24th day of July, 1872.

W. M. EDMONDSON,
Mayor.

SAMUEL MUDGE,
Council Clerk.

Carters and Carriers.

1. The Council shall from time to time license to ply for hire within the Borough of Albury, such carts as respectively, after inspection by the By-law Committee, shall be found fit for public use, and also such carts to be used within the said Borough in hawking wood or water for sale respectively, or both wood and water, and also such cart to be used and ply for hire within the said Borough as shall after the like inspection be found fit for such purpose respectively; and for every such license there shall be paid to the Council such sum as, with respect to each kind of cart aforesaid, is set out in Schedule A hereto.

2. Every such license shall be numbered and registered by the Council Clerk, and shall be in force for one year, terminating on the 30th June and 31st December respectively; and the owner named in such license shall cause to be painted or marked, on some conspicuous place on the right or off side of cart thereby licensed, the name of the Borough, with the number of such license, in legible letters and figures one inch in length and of a proportionate breadth, and the words "Licensed Cart" in like letters; and every such owner who shall omit or fail to comply with the provisions of this section shall forfeit a sum not exceeding forty shillings.

3. The word "Cart" shall for the purposes of this "Part" of these By-laws, include every waggon, dray, or other such carriage, whatever be its construction, drawn by horse or horses or other animals, used wholly or chiefly for the carriage of burdens or heavy goods; the word "Wood-cart" shall mean a cart used in the hawking of firewood for sale; the word "Water-cart" shall mean a cart used in the hawking of water for sale.

4. Parties carting their own produce, and carriers passing through the Borough and not plying for hire within the said Borough, shall not require to be licensed.

5. For every offence against the provisions of this "Part" of these By-laws to which no specific penalty has been attached herein, the offender shall pay a penalty not exceeding ten pounds nor less than five shillings.

SCHEDULE A.

Table of Charges for Carters' and Carriers' Licenses.

	£	s.	d.
Wood, water, and other carts, payable half-yearly, in advance, per annum.....	2	0	0

SCHEDULE B.

Form of License.

THIS is to certify that a certain cart, No. _____, of which _____ of _____ is the owner, hereby licensed to ply for hire as a _____, within the Borough of Albury, from _____ to the _____ next; subject nevertheless to all the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Borough Council of Albury, this _____ day of _____, 187 _____.

Mayor.

Passed by the Borough Council of Albury, this sixth day of November, in the year of our Lord one thousand eight hundred and seventy-two.

W. M. EDMONDSON,
Mayor.

SAMUEL MUDGE,
Council Clerk.

Public Vehicles.

1. No vehicle shall ply for hire, nor shall any person act as the driver or the conductor of any such vehicle, within the Borough of Albury, unless licensed in the manner hereinafter described.

2. Before any license for plying a vehicle, or to drive or conduct the same, shall be granted, the party requiring such license shall obtain from the Council Clerk, free of charge, a requisition in the form of Schedule A hereto or to the like effect, and shall duly fill up and sign the same, and deliver it to the Council Clerk, and in the case of drivers and conductors shall obtain a certificate from two respectable ratepayers to the effect that the applicant is of good character and competent to act as such driver or conductor as the case may be. And meetings for the purpose of granting such licenses shall be held by the By-law Committee.

3. No license shall be granted in respect of any vehicle which, in the opinion of the By-law Committee, shall be unsafe or in bad repair, or otherwise unfit for the accommodation and conveyance of passengers.

4. Licenses for proprietors, drivers, or conductors of vehicles shall be in the form of Schedule B hereto.

5. Every license granted under these By-laws shall be in force from the date of such license, until the thirtieth day of June and the thirty-first day of December, respectively, and no such license shall include more than one vehicle: Provided that where the licensed vehicle shall be under repair, if the proprietor shall so desire, he may be permitted to substitute another for a period to be thereby specified by endorsement on the license, under the hand of the Council Clerk.

6. Licenses may be renewed each year by endorsement thereon under the hand of the Council Clerk for the time being.

7. For every such license and renewal thereof there shall be paid to the Treasurer of the Borough the several rates set forth in Schedule C hereto.

8. No license shall be granted to any person to drive any vehicle unless he be twenty-one years of age, nor to act as conductor unless he be fourteen years of age.

9. All licenses shall be made out by the Council Clerk, and numbered in consecutive order.

10. No proprietor shall be at liberty to part with or lend his license, nor to part with his licensed vehicle to any person, without the knowledge and approval of the By-law Committee, and the registry of the name of the purchaser in the books of the Council Clerk.

11. The person or persons in whose name or names a license shall appear to have been obtained, shall be deemed the owner of the vehicle in respect of which the same shall have been taken out.

12. The license of the proprietor, driver, or conductor of any vehicle may be revoked or suspended by the By-law Committee as they shall deem right.

13. No vehicle shall ply for hire within the said Borough unless there shall be painted the number of the license of such vehicle on some conspicuous part of the same.

14. Such person or persons as may from time to time be in that behalf appointed by the Council, shall be Inspector or Inspectors during the pleasure of the said Council of all licensed vehicles plying for hire within the Borough, and such Inspector or Inspectors shall every three months examine all such vehicles and report to the By-law Committee, and shall at all times see that as far as possible these By-laws are duly observed.

15. Licenses for any of the within purposes may be granted by the By-law Committee on payment of one pound, such license to expire on the 30th June and 31st December respectively.

16. For every offence against the provisions of this "Part" of these By-laws to which no specific penalty has been attached herein, the offender shall pay a penalty not exceeding ten pounds nor less than five shillings.

SCHEDULE A.

A Requisition for License to "The Municipal Council of the Borough of Albury."

I, _____ residing in _____ street, do hereby request that a License may be granted to me to No. _____, within the said Borough.

Dated 187 _____

SCHEDULE B.

License.

This is to certify that _____ is hereby licensed to _____ a certain No. _____ within the Borough of Albury, from the date hereof to the day of _____ next, subject nevertheless to all and every the By-laws, Rules, and Regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of the Borough of Albury, this _____ day of _____, 187 _____

(L.S.)

Mayor.

SCHEDULE C.

FOR every public vehicle plying for passengers—rate per annum, payable half-yearly in advance.....	£	s.	d.
	2	0	0

Passed by the Borough Council of Albury, this sixth day of November, in the year of our Lord one thousand eight hundred and seventy-two.

SAMUEL MUDGE,
Council Clerk.

W. M. EDMONDSON,
Mayor.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF NOWRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 13th March, 1873.

MUNICIPAL DISTRICT OF NOWRA.

BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Nowra, relating to the preservation of public health, the removal of offensive and unwholesome matter, offences against public decency, the impounding of cattle, the collection and enforcing payment of rates and fines, the licensing of timber-carriages, quarries, &c., the care and management of the public thoroughfares within the Municipality, and for the general good government of the Municipality, 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.

HENRY PARKES.

MUNICIPAL DISTRICT OF NOWRA.

BY-LAWS for the preservation of the public health, the removal of offensive and unwholesome matter, offences against public decency, impounding of cattle, collecting and enforcing payment of rates and fines, licensing of timber-carriages, quarries, &c., &c., and the care and management of the public thoroughfares within the Municipal District of Nowra, and for the general good government of the same.

1. That if any person shall throw, deposit, place, or leave, or permit or suffer to run or flow, any night-soil, offal, putrid meat or fish, or entrails of fish, carrion, dead animals, blood; dung, manure, oyster-shells, bone, broken glass, earthenware, or china, cut or broken pieces of tin, zinc, hoop-iron, dust, ashes, refuse of fruit or vegetables, or other offensive or dangerous matter or thing, or earth thrown out from excavations, into or upon any public thoroughfare, court, market, wharf, highway, or reserve within the said Municipality, or into any drain, channel, sink, creek, well, or watercourse,—or shall allow any such, or any deleterious matter or thing, whereby the health and safety of the inhabitants might be endangered, to accumulate or remain upon any private premises, land, or property within the said Municipality,—every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay a fine or sum not exceeding five pounds nor less than forty shillings: Provided always, that in cases of necessity the Council may grant licenses to applicants to use in certain places such matters otherwise offensive as may be required for building, manufacturing, or other purposes, for a limited time, or from time to time, as the Council may deem for the public good.

2. That if any person shall permit or suffer to be at large in any public thoroughfare, street, market, wharf, highway, or reserve, within the said Municipality, any bitch in heat, ferocious dog or bitch, not being muzzled,—or if any person shall, after public notice given by the Mayor or his deputy

directing dogs to be confined on suspicion of canine madness, permit or suffer any dog or bitch to go at large,—or if any dog or bitch otherwise quiet shall at any time run after and annoy any person on foot or horseback or riding in any vehicle so as to cause alarm and danger,—then the owner of such dog or bitch shall for such offence forfeit and pay the fine or sum of ten shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

3. That if any person shall ride or drive any horse, mare, or other animal, or wheelbarrow, dray, cart, waggon, gig, truck, or any other carriage or vehicle drawn by horse, mule, bullock or other animal, on or along any footway in the public thoroughfares of the said Municipality, every person so offending shall for such offence forfeit and pay the fine or sum of five shillings, and for every subsequent offence shall forfeit and pay the fine or sum of ten shillings.

4. That if any person shall draw any timber, stone, or other weighty matter, on or along any road, street, or highway maintained at the cost, or being under the control or management of the Municipal Council, without the articles being placed upon or suspended from a wheeled carriage,—or shall lock or cause to be locked the wheel or wheels of any timber carriage, dray, or other vehicle,—every person so offending shall for every such offence forfeit and pay the fine or sum of ten shillings, and for the second offence shall forfeit and pay the fine or sum of twenty shillings, and for every subsequent offence shall forfeit and pay the sum of five pounds.

5. That if any person riding or driving any horse, or driving any horse, mule, or other animal harnessed to any cart, dray, waggon, truck, gig, or other carriage or vehicle, shall, within the said Municipality, ride or drive the same furiously, so as to create alarm and danger to the public or to endanger the safety of any person on any public thoroughfare in the said Municipality, every person so offending shall for such offence forfeit and pay the fine or sum of ten shillings, and for a second offence shall forfeit and pay the sum or fine of twenty shillings, and for every subsequent offence shall forfeit and pay the fine or sum of forty shillings.

6. That if any person or persons shall fence across, or fence in any way, or obstruct any public street, road, thoroughfare, or highway within the said Municipality, such person or persons so offending shall upon conviction forfeit and pay the fine or sum of not less than two pounds nor more than five pounds for every such offence.

7. Any person trespassing by erecting a fence on any public street, thoroughfare, or lane, and any person having any fence or other obstruction erected or placed on any street, road, or by-road in any part of the said Municipality, shall be compelled to remove the same within three months after notice to that effect has been duly served on the parties, subject to the fine or penalty of five pounds for every week the same may remain after the expiration of the time stated in such notice.

8. Any person encroaching upon any public street, thoroughfare, or lane, by erecting or causing to be erected any house or building in whole or any part thereof, shall for every such offence forfeit and pay a sum not less than ten pounds nor exceeding twenty pounds: And in the event of such obstruction being permitted to remain one month after such conviction and notice to remove the same, a further fine or penalty of one pound each day shall be inflicted whilst such obstruction remains, agreeably with the provisions of 2nd Victoria No. 2, section 48; also, such obstruction or obstructions may be removed by order of the Mayor or his deputy, at the cost of the party or parties so offending.

9. Any person trespassing upon any cemetery or public burying ground within the said Municipality, by falling or removing timber, or depasturing cattle, horses, sheep, or swine therein, or by destroying or removing any gate or fence belonging to said cemetery or public burial ground, shall, for every such offence, forfeit and pay a sum not less than forty shillings nor exceeding ten pounds.

10. No slaughter-house or place for slaughtering cattle, sheep, and swine, shall be allowed within one hundred yards of any public road or street in the Nowra Municipal District; and any person or persons using any premises as a place for slaughtering cattle, sheep, or swine, being situated within the distance of one hundred yards of any public road or street within the said Municipality, shall upon conviction forfeit and pay for each and every such offence a fine or sum not exceeding five pounds nor less than ten shillings, with costs of suit.

11. No new place, 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 Committee for Works, and reported upon to the Council by such Committee.

12. Whenever any proprietor or proprietors of land within the said Municipality 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, park, way, or other place as aforesaid.

13. If the Council shall determine to take charge of any such road, way, or other place as aforesaid, the plan or plans so signed 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 Works; and such further instrument of dedication shall also be preserved as a record of the Council.

14. The Committee for Works, or any officer or person acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Municipality, and the carriage-ways and footways thereof. And it shall be the duty of such Committee, officer or person, to place posts at the corners or intersections of any such public roads and streets, and of the carriage-ways and foot-ways of such roads and streets, wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council, as hereinafter directed.

15. Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, the Committee for Works shall cause a plan and section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of rate-payers, and shall notify by advertisement in some newspaper circulating in the Municipality that such plan is so open to inspection. At a subsequent meeting of the Council, the said plan and section shall, if adopted, be signed by the Mayor or Chairman, and the proposer and seconder of the motion for such adoption, and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

16. 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 or other public place within the said Municipality, 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.

17. Any person who shall make any cellar, or any opening, door, or window, in or beneath the surface of the foot-way of any street or public place within the said Municipality, shall, on conviction, forfeit and pay the sum of five pounds over and above the expense of filling up, remedying, or removing such cellar, opening, door, or window.

18. 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 street or public place within the said Municipality, for the purpose of making any vault or vaults, or the foundation or foundations to any house or other building, or for any other purposes whatever, or shall 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 Municipality,—or shall keep up or cause to be kept up and continued such enclosure for any time which shall be longer than shall be absolutely necessary in the opinion of the said Committee, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise 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.

19. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such road, street, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last-known place of abode or on the said premises, shall on conviction forfeit and pay the sum of ten shillings; and for every day after such notice that such well shall remain open or uncovered contrary to the provisions hereof, such person shall be deemed guilty of a separate offence against this By-law.

20. The Committee for Works, or any officer or person acting under the authority of such Committee, 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 such 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.

21. Any person who shall be desirous of blasting any rock within two chains of any street or public place in the said Municipality, shall give notice in writing twenty-four hours previously to the Council Clerk, who shall appoint a time when the same may take place, and give such other directions as he may deem necessary for the public safety; and if any person shall blast or cause to be blasted any rock within the limits aforesaid without giving such notice, or shall not conform to the directions given to him by the said Council Clerk, he or she shall on conviction forfeit and pay for every such offence any sum not less than two pounds nor more than twenty pounds.

Public property.

22. Any person who shall wantonly or maliciously break or injure any lamp or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality, shall, over and above the necessary expense of repairing the injury committed, forfeit and pay for every such offence any sum not less than one pound nor more than five pounds.

23. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice-bridge, culvert, sewer, watercourse, well, pump, or other public property within the said Municipality, 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 two pounds.

24. Any person who shall wilfully and without the authority of the Council cut, break, bark, or root up, or otherwise destroy or damage, the whole or any part of any tree, sapling, shrub, or underwood, growing in or upon any enclosed place under the management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

Nuisances.

25. Any person who shall breed, feed, or keep any kind of swine in any house, building, yard, garden, or other hereditament situate and being in or within forty yards of any street

or public place in the said Municipality, or shall 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 such street or public place, shall, on conviction, forfeit and pay for such offence a sum not exceeding forty shillings nor less than five shillings.

26. Any owner or occupier of any house or place within the said Municipality 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.

27. For preserving the cleanliness of the said Municipality 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 Municipality, 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 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.

28. 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 for the aforesaid purpose.

29. Every person who, in any street or other public place or passage within the said Municipality, 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 place any line, cord, or pole across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.

Every blacksmith, whitesmith, anchor-smith, nail-maker, metal-founder, lime-burner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door or 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 door-way, window, or aperture, next or upon such street, lane, or passage.

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 yard, alley, street, or any other place within the said Municipality.

Offences against public decency.

30. Any person who shall bathe near to or within view of any inhabited house, or of any public wharf, quay, bridge, street, road, or other place of public resort within the limit of the said Municipality, 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 and not less than two shillings and sixpence for every such offence.

31. Any individual 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 on conviction forfeit and pay for every such offence a sum not exceeding ten pounds nor less than ten shillings.

Reports from Special Committees or Committee for Works.

32. Reports from Special Committees or Committee for Works shall be received, but not taken into consideration or adopted until the next day of meeting, by the usual notice on the business paper under section 31 of the By-laws.

BY-LAWS for determining the time and modes of collecting and enforcing payment of Rates levied or imposed by the Council of the Municipal District of Nowra.

33. All rates levied or due 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.

34. All rates levied or imposed by the Council under sections 165, 166, and 167 of the said Municipalities Act of 1867, and for the purposes mentioned in 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 days as the Council may by resolution, at the time of making or imposing such rates or any of them, have appointed.

35. All persons liable to pay any rates as aforesaid, shall pay the amount within the time prescribed by the Act, into the office of the Council Clerk, on such days and office hours as the Council may by resolution at the time of making or imposing such rates or any of them have appointed.

36. 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 terms fixed for payment of the same as aforesaid.

37. It shall be the duty of the Mayor to cause such defaulters to be sued for the amount of such rates, in a Court of competent jurisdiction.

38. Any person who has been assessed and served with a rate-paper in error shall, within fourteen days from the date of the 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.

Impoundings.

39. The Mayor shall be empowered to issue instructions in all cases to any officer or servant of the Council to impound all horse and cattle stock, swine, sheep, goats, or other animal found straying on the public roads, streets, or reserves, cemetery, or other public place within the Municipality, in the nearest Pound; and place whatever amount the law may direct as a trespass or driving fee thereon, provided the ownership thereof at the time is unknown.

BY-LAWS for licensing Timber-carriages, Quarry Reserves, &c.

1. No timber-carriage, or drays attached as a substitute, for the conveyance of timber or other material, will be allowed to ply or work within the Municipality, unless the same be licensed. This clause only to apply to timber-carriages working for or employed by saw-mills, or drawing timber for shipment.

2. Every license granted under these By-laws, within the Municipality, shall be in force from the date of such license, until the termination of the municipal year.

3. Meetings for the purpose of granting all licenses within the Municipality shall be held by the Mayor and Aldermen, at the Council Chambers, on such days and times as may be fixed by resolution of said Council.

For every such annual license and renewal thereof, there shall be paid to the Treasurer of the Municipality, for the benefit of said Municipality, the sum of five pounds. Licenses to be renewed quarterly.

Before any licenses shall be granted, the party or parties requiring such license shall forward a requisition in form of Schedule A hereto attached, shall duly fill up and sign the same, and deliver it to the Council Clerk.

4. Whenever it shall appear necessary to suspend the traffic or working of any timber-carriage or drays attached as a substitute thereof on the public roads of the Municipality, and that in the opinion of the Mayor and any two Aldermen such traffic by the said conveyances aforesaid would be likely to seriously injure and damage said roads, then a notice shall be served on the party licensed to work such timber-carriage, or his agent, and in the absence of said parties on the driver of said conveyance; and such notice to be signed by the Mayor and Aldermen aforesaid, requesting the suspension of the working of said timber-carriage or substitute thereof on the roads of the Municipality for such time as may be determined in said notice.

5. That before any action is taken by the Mayor in suspending the working of any such timber-carriage, that a certificate shall be signed by the Aldermen aforesaid and Mayor, certifying to the necessity thereof, which certificate shall be deposited with the Clerk of the Council, to be reported by the Mayor at the first meeting of the Council.

6. Any person found working any timber-carriage or any drays attached for drawing timber or other material, after receiving notice not to work the same on any public road within the Municipality, shall for every such day or part of a day found working the said timber-carriage or substitute thereof on said roads as aforesaid, be liable to a penalty not exceeding ten pounds and not less than five pounds.

7. All licenses shall be made out by the Council Clerk, and numbered in such order as he may think fit.

8. Any timber-carriage, or drays attached as a substitute, found working within the Municipality without being licensed and duly registered in accordance with sections 9, 12, and 13, shall be liable to a penalty not exceeding ten pounds and not less than two pounds, for every day or part of a day found working without a license.

LICENSES.

THIS is to certify, that _____ is hereby licensed to _____, within the Municipal District of Nowra, from the date hereof to the end of the municipal year, or _____ next, subject nevertheless to all and every the By-laws, Rules, and Regulations in force relating thereto.

Given under the common seal of the Municipal Council of the Municipal District of Nowra, this _____ day of _____, 187 ____.

No.

9. All timber-carriages licensed by the Council of the Municipal District of Nowra, to be numbered, and the words "Duly licensed" and name of owner painted on a conspicuous part of said conveyance. Owners of timber-carriages not complying with this regulation to be liable to a penalty not exceeding ten shillings and not less than two shillings and six-pence.

10. Timber-carriages employed drawing logs to saw-mills and not otherwise will be allowed to cross the public roads of the Municipality, on being duly authorized by the Council, in the manner hereinafter provided.

11. That application shall be made, by the proprietor or person interested in any timber-carriage, to the Council of the Municipality for permission to cross the public roads at certain points to be particularly defined in said application, and on the proprietor or applicant aforesaid guaranteeing to protect the water-tables, and placing proper culverts where necessary at said crossings at their own expense, and agreeing to keep the said culverts and water-tables on said crossings in efficient repair, to be approved of by the Committee of Works, the Council being satisfied with the said conditions shall have full power to grant or refuse such application.

12. All timber-carriages, receiving permission as aforesaid to cross the public roads, for purpose of drawing logs to saw-mills, shall have the words "Log Tender," number, and name of owner conspicuously painted thereon, under a penalty not exceeding ten shillings and not less than two shillings and six-pence.

13. All timber-carriages so classed as log-tenders, and approved of by the Council, shall be registered and properly numbered by the Council Clerk in the Licensing Register Book on receiving the fee of two shillings and six-pence from the owner of the said timber-carriage—the said fee to be paid for the registration of said timber-carriage for the municipal year or portion thereof, to be renewed at the expiration of municipal year. Timber-carriages found working without being registered as aforesaid, shall subject the owner to a penalty not exceeding ten shillings and not less than two shillings and six-pence.

14. Should any of the said crossings, for which application has been applied for and granted, for timber-carriage traffic across the public roads of the Municipality not be kept in proper repair, to the satisfaction of a majority of the Committee for Works, the Council shall be empowered on receiving such a report from said Committee to suspend all traffic on or across any public road within the jurisdiction of the Council, by the timber-carriages using said crossings which have not been kept in proper repair; and notice of such resolution shall be served on the proprietor, agent, or driver of said timber carriage, duly signed by the Mayor on behalf of the Council of the Municipality.

15. Any timber-carriage, or substitute by drays attached, crossing the roads of the Municipality at any point other than where permission has been granted by the Council, or found crossing the public roads of the Municipality after permission has been withdrawn and proper notice to that effect served on the proprietors, agent, or driver, of said timber carriage, by the Mayor or agent on his behalf, shall subject the owners of said timber-carriage or person working and interested in the profits thereof to a penalty not exceeding five pounds nor less than ten shillings.

16. No penalty herein to apply to the owner or interested party in any timber-carriage traversing the public roads of the Municipality for the ostensible purpose of being repaired; provided the said timber-carriage is not loaded with any material not exceeding five hundredweight.

Quarrying on reserves.

1. Any person found quarrying or removing stone from the public reserves of the Municipal District of Nowra, without being licensed to do so by the Council of said Municipality, shall be liable to a penalty not exceeding five pounds and not less than five shillings.

2. All applications to quarry stone on the public reserves of the Municipality shall be made to the Council, the license fee having been fixed by the Council at two pounds per year for each separate application to be allowed to quarry, payable quarterly.

SCHEDULE A.

To the Council of the Municipal District of Nowra.

I, _____, residing at _____, do hereby request that License may be granted to me, _____, within the said Municipality.

Dated _____ 18____
No. _____

Fines.

1. All fines or penalties imposed by authority of any of the By-laws passed by the Council of this Municipality, shall be paid over to the Treasurer, for and on behalf of the said Council.

2. Where a fine or penalty has been imposed under any of these By-laws, without any express provision for the payment of costs, the convicting Justices shall in all cases, together with the fine or penalty, adjudge and order the payment of the costs of suit.

3. All penalties awarded under said By-laws to be recovered in the usual way at the nearest Court of Petty Sessions.

Made and passed by the Council of the Municipal District of Nowra, this fifth day of December, in the year of our Lord one thousand eight hundred and seventy-two.

HY. MOSS.

CHARLES C. COLEMAN,
Council Clerk.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF NOWRA—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 2nd April, 1873.**MUNICIPAL DISTRICT OF NOWRA—BY-LAWS.**

THE following By-laws, made by the Council of the Municipal District of Nowra, 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.

HENRY PARKES.

BY-LAWS.—Rescinding of sections 69, 70, and 71, relating to Standing Committees of the Council of the Nowra Municipal District, and substitution in lieu thereof as follows:—

1st. That sections 69, 70, and 71 of the By-laws be rescinded, and the following substituted:—"There shall be three Standing Committees, namely:—A By-law Committee, a Committee for Works, and a Finance Committee; and each Committee shall consist of the Whole Council."

2nd. The "Mayor" shall be substituted for "Chairman, or any two Members of such Committee," in section 78.

3rd. That the first portion of section 77 of the By-laws, as far as "Municipal year," in the third line, be omitted.

Made and passed by the Council of the Municipal District of Nowra, this twentieth day of February, in the year of our Lord one thousand eight hundred and seventy-three.

BERNARD BROWN,
Mayor.CHARLES C. COLEMAN,
Council Clerk.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF RANDWICK—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 15th March, 1873.

BOROUGH OF RANDWICK.

BY-LAWS.

The following By-laws made by the Council of the Borough of Randwick, for establishing and regulating a General Cemetery within that 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.

HENRY PARKES.

BOROUGH OF RANDWICK.

BY-LAWS No. 3, for establishing and regulating a General Cemetery in the Borough of Randwick

1. The eight acres three roods and thirty-six perches of land situate on the Long Bay Road, in the said Borough, now purchased from the Government by the Municipal Council of Randwick, for a General Cemetery for the interment of the dead as hereinafter provided, shall on the publication of these By-laws in the New South Wales Government Gazette, be thereby dedicated and set apart as a Cemetery for the interment of the dead, for ever, under and subject to the following By-laws, Rules, and Regulations, and to such Amended By-laws, Rules, and Regulations as the Council of the said Borough may make, and which shall have been approved by the Governor and Executive Council.

2. The land above referred to shall be designated "The Randwick General Cemetery."

3. The Council of the said Borough shall, on or before the publication of these By-laws, cause the said land to be divided and set apart for the interment of the dead, as follows:—

1. For the interment of the dead belonging to the Church of England, four acres.
2. For the interment of the dead belonging to the Roman Catholic Church, one and a half acres.
3. For the interment of the dead belonging to the other Denominations, three acres one rood and thirty-six perches:

And thereupon the portion so set apart for each of the said Denominations shall be set apart for ever for the interment of the dead, accordingly.

4. The Council shall lay out the said Cemetery in such manner as may be most convenient for the said division, and for the burial of the dead; and may embellish the same with such walks, avenues, roads, trees, and shrubs as may appear to them proper; and enclose the same with a proper fence; and erect such walls, gates, and entrance, and all houses, offices, and other necessary buildings; make and repair all drains; and do and perform all and every matter, act, or thing which may be required for the proper and efficient management of the said Cemetery.

5. The Clergyman of each Denomination residing, or regularly officiating as such, within the said Borough, shall be the proper officer to perform religious rites within the said Cemetery, in the respective divisions to which the corpse belongs; but any duly appointed or recognized Clergyman may officiate for any or either of the said officers, on producing to the Manager an authority so to act from the proper officiating Clergyman, or from the head of the Church to which the corpse belongs.

6. The said Council may sell and grant land within the said Cemetery, for the exclusive right of burial, in perpetuity or for any definite period, in each and every portion or division of the

said Cemetery; and also the right of erecting any vault, monument, tomb, tablet, grave-stone, or monumental inscription: And such rights as aforesaid shall be considered as the personal estate of the grantee, and may be assigned in his lifetime, or bequeathed by his will, subject nevertheless to all the rules and regulations of the said Cemetery.

7. The Council may order the removal or alteration of any vault, monument, tablet, grave-stone, monumental inscription, kerbing, railing, or any other erection, which shall have been erected or placed in either of the said divisions of the said Cemetery, which may be contrary to the rules and regulations provided in the Schedule annexed marked A, or which may have been erected or placed there without the authority of the Manager or officer, in charge.

8. The Council may charge and receive, for and in connection with the interment of bodies in the said Cemetery, and for the erection of any vault, or for the enclosure of any land for the exclusive right of interment therein, and for the right of erecting and placing therein or thereon any monument, tablet, grave-stone, kerbing, monumental inscription, or other erection, the fees and charges provided in the Schedule annexed marked B.

9. The Council shall appoint their own Manager, and such other officer or servants as may be necessary for the maintenance and proper management of the Cemetery: And the Manager or person acting as such for the time-being shall have the full care, charge, and authority of the said Cemetery, and of each division therein; he shall receive all fees, demands, and charges, and shall regulate, manage, and decide all matters of detail in connection with the said Cemetery under these By-laws, Rules, and Regulations.

10. The Manager shall keep proper books for the entry of all fees, charges, and amounts of money received by him on account of the said Cemetery, according to the aforesaid divisions; and shall give a printed receipt for each amount so received; and shall mark on the butt of each receipt the name of the person for whom the amount is paid, also the amount and the Denomination; and he shall duly pay in to the Treasurer of the said Borough, every calendar month, all the fees and other sums of money received by him on account of the said Cemetery; he shall also prepare and produce to the Auditors of the said Borough, at each of their half-yearly meetings, a return of all amounts of money received and paid on account of the said Cemetery, and for each division of the same, together with all books and vouchers, if required.

11. The Manager or officer in charge shall duly and properly enter in a book, for each of the said divisions, when possible, the name, age, qualification, residence, No. of grave or vault, section, date of death, and burial of each corpse interred in every portion of the said Cemetery; and each such entry shall be signed by the Clergyman or person officiating at the interment.

12. The Treasurer of the said Borough shall pay, every calendar month, if demanded, to each Clergyman who shall have officiated at any interment in the said Cemetery as aforesaid, the following fees for his services, namely:—

	£	s.	d.
For each interment in vault or stone grave	1	0	0
For each interment in grave	0	7	6

13. The Council shall apply all the fees, charges, and income arising from the said Cemetery as follows:—

1. To pay all fees, salaries, and wages to their officers and servants.
2. To pay the interest, and ultimately the principal amount, of the purchase of land, fencing, and improvements.
3. To pay the expenses incurred in laying out, draining, and embellishing the Cemetery, and for the repair and proper maintenance thereof.

14. Any person who shall wilfully damage any property whatever within or in any way connected with the said Cemetery,—or shall cause any riot or disturbance therein or thereon,—or shall wilfully break any of these By-laws, Rules, or Regulations,—shall on conviction thereof before any Justice of the Peace, forfeit and pay the amount of such damage, and be subject to any fine, in addition to such damage, not exceeding five pounds nor less than one pound.

15. To prevent the interment of corpses from without the boundaries of the said Borough, except in lands which may have been purchased, the Council of the said Borough may, by resolution at any time, charge, demand, and receive for each such interment double the amount of fees mentioned in the schedule B.

Made and passed by the Municipal Council of the Borough of Randwick, this 8th day of January, 1873.

Given under my hand and the seal of the said Council, on the day and date above mentioned.

(L.S.) WALTER BRADLEY,
Mayor.

GEO. B. GOUGH, Council Clerk.

SCHEDULE A.

RULES AND REGULATIONS.

1. The portion of land set apart for each of said Denominations shall be divided by the Manager into "Sections," and called as follows:—"Vault Sections," "Selected Sections," "Common Sections," and "Pauper Sections."

2. All vaults to be erected according to plan at the Manager's Office, built of stone, set in cement, and properly connected with main drain, under the supervision and according to the instructions of the Manager or officer in charge.

3. The Cemetery Contractor will undertake to build vaults for urgent cases, and such vaults can be procured on payment of the proper cost of erection, &c., and the fees and charges set forth in the annexed Schedule B.

4. All land taken in the "Vault Sections," must be enclosed with stone kerbing 9 x 15 inches, clean-cut and rounded on top. The number cut on the top of kerb, and painted in with black. If railing is required, it shall be of iron, as per plan at the Office, and painted stone or lavender colour. The areas for vaults will be 6 x 12 feet, 12 x 12 feet, and 12 x 24 feet.

5. No interment shall be made in the "Selected Sections," unless the land has been previously purchased for that purpose. And all such purchased land must be enclosed with stone kerbing 6 x 14 inches, clean-cut, rounded on top, and numbered as aforesaid, within two months from the date of purchase. If railing is required, it shall be of iron, as per plan at Office, and painted as aforesaid. Areas for graves 3 x 8 feet, 6 x 8 feet, 9 x 8 feet, 12 x 8 feet, or 24 x 8 feet.

6. All land purchased in the "Common Sections" shall be inclosed, numbered, and painted, in the same manner, and subject to the same restrictions and conditions except price, as provided in the previous rule.

7. Every grave shall be six feet deep, and not more than two adults shall be interred in each; two infants will be considered equal to one adult.

8. All tombs, tablets, monuments, and erections, over vaults or graves, or within the said Cemetery, shall be of stone or iron; and the plan of each, and a copy of each inscription, shall be submitted to the Manager, and approved by him in writing previous to its being brought on the premises; and any monument, tablet, tomb, or other article, matter, or thing brought on the ground of the said Cemetery, or erected on any portion of the same, shall be removed by the orders of the Manager, and the person who shall have been guilty of such offence shall pay all costs of such removal, and be liable to prosecution as aforesaid.

9. No trees or shrubs shall be planted in any portion of the Cemetery except those species which shall be approved by the Manager.

10. Masons and all other workmen shall properly clear away all refuse made, by them, when required so to do by the Manager or officer in charge, and shall make good all damages caused by

them or their workmen without delay; and in case of any neglect or refusal on the part of the person making the refuse or committing the damage, the Manager may cause the work to be performed at the cost of the offender.

11. All tombs, monuments, and other erections must be kept in order by the proprietors, or in case of danger the work will be performed at the risk and cost of the owner.

12. All tombs, monuments, or other matters requiring removal for re-opening of vault or grave, must be removed at the risk and cost of the proprietor, and re-erected under the same provision.

13. Notice of all interments, and the legal certificate of death, must be produced to the Manager or officer in charge, and all fees, costs, and charges paid to him, at least twelve hours before interment; and no stone or other material can be brought on the ground until the said fees, costs, and charges have been paid as aforesaid.

14. The hours of interment will be 4 p.m. on each day when required, but special interments may be made at 10 a.m. on giving twenty-four hours notice to the Manager.

Made and passed by the Municipal Council of the Borough of Randwick, this 8th day of January, 1873.

(L.S.) WALTER BRADLEY,
Mayor.

GEO. B. GOUGH, Council Clerk.

SCHEDULE B.
Fees and Charges.

	£	s.	d.
Pauper interments	0	15	6
Common	1	0	0
Re-opening in either section for graves	0	15	6
Grave in "Common Section," each 3 x 8 feet	0	10	0
Permission to enclose with stone kerbing, 6 x 14 inches	0	10	0
Large enclosures	0	15	0
Head and foot stones, each	0	7	6
Turfing grave	0	10	0
Interment of still-born child	0	10	0

Selected Sections.

Interment	1	5	0
Re-opening	1	0	0
Permission to enclose, 3 x 8 feet	0	15	0
Do do 6 x 8 feet	1	10	0
Do do 9 x 8 feet	2	5	0
Do do 12 x 8 feet	3	0	0
Do do 24 x 8 feet	6	0	0
Reception and interment of corpse from other Cemeteries	1	10	0
Removal from one part of Cemetery to another	2	0	0
Turfing grave	0	10	6
Permission to enclose with stone kerbing, 6 x 14 inches	0	15	0
Permission to enclose with stone kerbing large enclosures	1	5	0
Head and foot stones, each	0	10	0
Slab over grave	1	0	0
Tomb or monument on stone foundations 6 feet deep	2	0	0
Interment of still-born child	0	12	6
Removal of tomb or other erection, &c., the actual cost			

Vault Sections.

Interment in vault or stone grave	1	10	0
Re-opening and closing vault after first interment, materials, &c.	1	1	0
Permission to erect vault in land, 6 x 12 feet	4	10	0
Do do 12 x 12 feet	9	0	0
Do do 12 x 24 feet	18	0	0
Permission to enclose with stone kerbing, 9 x 15 inches	1	0	0
Permission to enclose large enclosures above 12 x 12 feet	2	0	0
Tomb or monument on vault, 6 x 12 feet	3	0	0
Do do 12 x 12 feet	6	0	0
Do do 12 x 24 feet	12	0	0

Land kept in order.

Small enclosures, per annum	0	15	0
Large do do	1	10	0
Charge for copy of register	0	5	0

Made and passed by the Municipal Council of the Borough of Randwick, this 8th day of January, 1873.

(L.S.) WALTER BRADLEY, Mayor.

GEO. B. GOUGH, Council Clerk.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF PETERSHAM—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 5th April, 1873.**BOROUGH OF PETERSHAM—BY-LAW.**

THE following By-law, made by the Council of the Borough of Petersham, 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.

HENRY PARKES.

BOROUGH OF PETERSHAM.**BY-LAW No. 5 of Part 4, as amended—Change of Street Levels.**

Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, to an extent exceeding 3 feet, the Committee of Works shall cause a plan and section, showing the proposed cuttings, to be exhibited at the Council Chambers for fourteen days, for the information and inspection of rate-payers; and shall notify, by advertisement in some newspaper circulating in the Borough, that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman and the proposer and seconder of the motion for such adoption, and countersigned by the Council Clerk; and such plan and section, so signed and countersigned, shall be a record of the Council: Provided that where it shall be considered necessary to alter the level as aforesaid, to an extent not exceeding 3 feet, the said alteration of level shall be first submitted to the Council by the Committee of Works, and, if adopted by the Council, notice of such alteration of level shall be advertised once in each week, for two successive weeks, in some newspaper circulating in or near to the Borough.

Passed by the Municipal Council of the Borough of Petersham, this tenth day of March, in the year of our Lord one thousand eight hundred and seventy-three.

W. H. PIGOTT,
Mayor.C. F. WILSON,
Council Clerk.

1872-3.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF WAVERLEY—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vict. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 18th April, 1873.

BOROUGH OF WAVERLEY.—BY-LAW.

THE following By-law, made by the Council of the Borough of Waverley, 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.

HENRY PARKES.

BOROUGH OF WAVERLEY.

WHEREAS it is expedient to amend the By-laws of 28th September, 1868, regulating the Proceedings of the Council of the Borough of Waverley, by the omission of the following sections, viz., 25, 33, 34, 35, and 36, of the said By-laws, and the substitution thereof of one section, for the better conduct of the business of this Council: It is hereby ordered by the said Municipal Council, by virtue of the powers and authority of the Municipalities Act of 1867, and subject to the provisions therein contained, that the following By-law shall be enforced within the Borough, as section 25:—"Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees, viz., Finance and Improvement Committees; such Committees shall consist of the Whole Council, five to form a quorum, and the Mayor to have a casting vote only."

Passed by Borough Council of Waverley, this 4th day of March, A.D. 1873.

JONATHAN WILEY,
Council Clerk.

STEPHEN DICKSON,
Mayor.

1872.

NEW SOUTH WALES.

DESTITUTE CHILDRENS' ASYLUM.

(ALTERATIONS AND ADDITIONS TO BY-LAWS.)

Presented to Parliament pursuant to Act, 20 Vic. No. 19, Sec. 4.

Alterations and Additions to the By-laws of the Society for the Relief of Destitute Children, laid before Parliament in May, 1871.

18. The management of the Institution shall devolve upon a Board of Directors, consisting of the officers mentioned in the preceding rule and all Life Directors, together with not less than sixteen members nor more than twenty-three, to be elected, except as hereinafter mentioned, at the Annual or Special General Meeting,—eight of whom shall retire at the end of each year, being those members who have attended the meetings of the Board the least number of times, but who, nevertheless, shall be eligible for re-election. No person, whose subscription for the past year has not been paid, shall be qualified to be nominated as a Director.

ADDITIONAL RULES, VIZ. :—

19. In the event of more candidates being nominated for the office of Director than there are vacancies, the election of Directors under rule eighteen shall be determined by ballot, at a Special General Meeting, on a day to be fixed at the Annual General Meeting.

20. The Board of Directors of the preceding year shall appoint five or more Directors from amongst their number to superintend the ballot, who shall have power to make all necessary regulations for conducting the same; three of such Directors shall be constantly present during its progress, and at least four of such Directors shall be present at its close, to determine the result.

21. Those only of the annual subscribers shall be qualified to vote who shall have paid their subscription before the end of the previous year. All votes shall be tendered by the intending voters personally, and should objection be made to any vote, the question shall be referred to the Directors present, having charge of the ballot, and their decision, or that of a majority of them, shall be final.

22. Life Directors, Life Members, and subscribers, shall be entitled to vote for the election by ballot of the office-bearers and Directors of the Society in the manner following, namely :—A contributor of £1 per annum shall have one vote, a contributor of £2 per annum shall have two votes, a contributor of £5 and upwards per annum shall have three votes, Life Directors and Life Members shall have three votes: Provided, nevertheless, that no new subscribers shall be entitled to vote in any election by ballot as aforesaid who has not been a contributor for at least three months preceding the election then about to take place, but Life Directors and Life Members shall at once be entitled to every privilege.

Amended Rule 26 (now 30).

30. The Board shall, at its first meeting after each Annual General Meeting of the Society, nominate, from among the members thereof, a House-committee, who shall be elected by a ballot then to be taken, and the Board shall have power to make the requisite arrangements for conducting the proceedings of such election; the committee so elected shall consist of not less than nine nor more than twelve members, exclusive of the Treasurer and Secretary, who, *ex officio*, shall be members of the House-committee, three to be a quorum, whose duty shall be—

- 1st. To meet once a week, or oftener if they deem necessary, on such day or days and at such hour as they may from time to time appoint, there to inspect and manage the domestic affairs of the Institution.
- 2nd. To receive applications for the admission of children, and to decide upon them.
- 3rd. To hire and discharge servants.
- 4th. To give instruction to the Superintendent on all points connected with the duties of his office.
- 5th. To receive and decide upon tenders for supplies, and to order the necessary purchase of utensils, clothing, furniture, articles of food, fuel, &c., where no tenders are required, and to inspect the monthly bills.
- 6th. To submit to the Board the monthly accounts, as well as to lay before it the minutes of their proceedings during the preceding month.

1872-3.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

GOVERNMENT ASYLUMS.

(REPORT FROM BOARD RELATIVE TO EXPENDITURE FOR 1872.)

Ordered by the Legislative Assembly to be printed, 10 April, 1873.

THE SECRETARY TO THE GOVERNMENT ASYLUMS FOR THE INFIRM AND DESTITUTE TO THE PRINCIPAL UNDER SECRETARY.

Sydney, 2 April, 1873.

SIR,

I am directed by the Board of Management to transmit, for the information of the Honorable the Colonial Secretary, returns of the expenditure of the Government Asylums for the Infirm and Destitute, for the year 1872, with a comparative statement of the expenditure of those Institutions for the ten years, 1863 to 1872 inclusive, and to request that, as has been customary, they may with this Report be laid before Parliament.

The Board desire me to call attention to the following facts connected with the management of these Asylums, as brought out in these returns:—

1. The average number in the three Asylums during the year 1872 was:—

Hyde Park—Females	...	...	...	...	...	...	216
Liverpool—Males	...	...	...	...	...	...	630
Parramatta—do.	...	...	...	...	...	...	259
							— 889
Total	...	...	...	...	...	...	<u>1,105</u>

Showing an increase in the daily average over the numbers in the Institutions during the previous year of 140 persons, viz., 131 males and 9 females. The average number of inmates since the year 1862, when the Asylums were taken over by the Government from the Benevolent Society, has been nearly doubled. The facilities afforded by the Government for the transmission of vagrants and infirm persons from the country gaols and hospitals to these Institutions has tended in a great degree to the swelling of the numbers in the Asylums under the Board's control.

2. The Asylum at Hyde Park, with its daily average of 216 old women, has been overcrowded during the whole year. The additional accommodation which the old Volunteer quarters should have afforded, has not, owing to their continued dilapidated condition, been available for the reception of the women. Were these premises habitable the accommodation would be ample for all present requirements.

3. The Liverpool Asylum, including the separate hospital, has afforded shelter to 630 inmates—a much larger number than it is properly capable of accommodating. The temporary wooden building which has been sanctioned, and the new wing, are now in course of erection, which, when completed, will relieve the main building, and enable the Board to remove the hospital patients from the present unsuitable building, rented for the purpose.

4. The Parramatta Asylum, with 260 inmates, has been in a very overcrowded state throughout the year, but owing to the local opportunities for exercise and sea bathing, which the inmates are allowed the advantage of, the inconvenience has not been so apparent as at the Asylums at Sydney and Liverpool, where similar advantages cannot be enjoyed.

5. The average rate of expenditure for the year, as compared with 1871, has been increased by 5s. 0½d. per head. This increase is attributable to the advanced price of provisions and clothing, and to the necessity for adding to the staff of wardsmen at the Liverpool Asylum.

6. A sum of £112 5s. 5d., realized by the sale of refuse fat, bones, &c., has been handed to the Treasury during the course of the year, which, if deducted from the total expenditure, would reduce the cost per head from £11 9s. 7½d. to £11 7s. 7d. Until the Audit Act came into operation the Board were authorized to use moneys derived from this source in the purchase of books and periodicals for the use of the inmates. These have since been purchased out of the vote, and the proceeds of the refuse credited to the Revenue.

I have, &c.,
FREDERIC KING,
Secretary.

RETURN of the Expenditure of the Government Asylums for the Infirm and Destitute, for the year 1872.

Asylum.	Average No. of Inmates	Salaries.		Rations.		Clothing.		Contingencies.		Total.	
		£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.
Sydney	216	£ 487 19 11	£ 2 5 2	£ 1,200 4 11	£ 5 11 13	£ 363 7 4	£ 1 13 7	£ 291 13 10	£ 1 7 0	£ 2,343 6 0	£ 10 16 11 1/2
Parramatta	259	5 11 1 0	1 19 5 1/2	1,591 19 9	6 2 11	842 3 9	3 5 0 1/2	476 1 9	1 16 9	3,421 6 3	13 4 2 1/2
Liverpool	630	977 12 1	1 11 0 1/2	3,675 10 6	5 16 8	1,209 1 8	1 18 4 1/2	1,060 4 11	1 13 7 1/2	6,922 9 2	10 19 9
TOTAL	1,105	1,976 13 0	1 15 9 1/2	6,467 15 2	5 17 0 1/2	2,414 12 9	2 3 8 1/2	1,826 11 3	1 13 0 1/2	12,687 1 5	11 9 7 1/2

Sydney, 2nd April, 1873.

FREDERIC KING,
Secretary.

DETAILED STATEMENT for 1872.

	Sydney.		Parramatta.		Liverpool.		Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries		487 19 11		5 11 1 0		977 12 1		1,976 13 0
Rations								
Food	959 14 11		1,239 4 7		3,033 3 7			
Medical comforts	54 15 9		151 10 4		251 2 6			
Vegetables	112 10 6		90 5 9		110 2 3			
Gratuities	38 17 7		65 5 4		148 1 5			
Milk	34 6 2	1,200 4 11	45 13 9	1,591 19 9	133 0 9	3,675 10 6	6,467 15 2	
Clothing		363 7 4		842 3 9		1,209 1 8	2,414 12 9	
Contingencies								
Travelling expenses	1 5 6		16 14 11		96 15 10			
Advertisements								
Fuel	55 13 6		58 0 0		106 3 4			
Medicines	22 18 10		39 2 0		61 15 11			
Water			34 16 0		113 17 4			
Burials	59 17 6		61 11 0		155 13 6			
Medical certificates								
Light	32 8 7		15 2 4		28 6 0			
Soap	31 16 6		24 8 2		44 3 3			
Straw	13 4 0		12 7 9		18 11 9			
Rent			50 0 0		120 0 0			
Ironmongery	33 8 11		58 9 2		118 5 2			
Sundries	41 0 6	291 13 10	105 10 5	476 1 9	196 11 10	1,060 4 11	1,828 0 6	
		£2,343 6 0		£3,421 6 3		£6,922 9 2		£12,687 1 5

Sydney, 2nd April, 1873.

FREDERIC KING,
Secretary.

COMPARATIVE RETURN of the Expenditure of the Government Asylums for the Infirm and Destitute, for the years 1863 to 1872.

Year.	Average No. of Inmates.	Salaries.		Rations.		Clothing.		Contingencies.		Total.	
		£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.	£ s. d.	Per head.
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 3 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 1/2
1866	836	2,299 15 5	2 13 8 1/2	5,982 14 2	6 19 9 1/2	1,746 7 11	2 0 9 1/2	1,870 12 0	2 3 8 1/2	11,899 9 6	13 18 0 1/2
1867	931	2,742 10 10	2 18 10 1/2	5,961 19 8	6 8 0 1/2	2,467 8 7	2 13 0	2,098 10 8	2 5 0 1/2	13,270 9 9	14 5 0 1/2
1868	969	2,668 16 0	2 15 1	5,638 18 4	6 17 0 1/2	1,914 11 7	1 19 6	1,727 19 3	1 15 7 1/2	12,950 5 2	13 7 3 1/2
1869	970	2,571 6 4	2 13 0	6,324 7 7	6 10 4	1,943 12 10	2 0 0 1/2	1,602 4 1	1 13 0 1/2	12,441 10 10	12 16 6 1/2
1870	997	1,781 10 8	1 15 8	6,085 19 1	6 2 1	2,033 18 11	2 0 9 1/2	1,343 16 10	1 6 11	12,245 5 6	11 5 9
1871	1,065	1,819 0 5	1 14 2	6,380 16 5	5 19 10	2,148 10 0	2 0 4	1,612 2 2	1 10 3 1/2	11,960 9 0	11 4 7 1/2
1872	1,105	1,976 13 0	1 15 9 1/2	6,467 15 2	5 17 0 1/2	2,414 12 9	2 3 8 1/2	1,826 11 3	1 13 0 1/2	12,687 1 5	11 9 7 1/2
	890	2,195 13 1 1/2	2 10 9 1/2	5,815 11 4 1/2	6 12 3 1/2	1,881 5 4 1/2	2 1 11 1/2	1,636 3 3 1/2	1 17 6 1/2	11,628 18 1 1/2	13 2 4 1/2

Sydney, 2nd April, 1873.

FREDERIC KING,
Secretary.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON

PRINCE ALFRED HOSPITAL BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE.

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
31 *January*, 1873.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1873.

1872-3.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, No. 26. THURSDAY, 19 DECEMBER, 1872.

5. PRINCE ALFRED HOSPITAL BILL (*“Formal” Motion*):—Mr. Fitzpatrick moved, pursuant to Notice,—
(1.) That the Bill to incorporate the Prince Alfred Hospital be referred to a Select Committee for consideration and report, with power to send for persons and papers.
(2.) That such Committee consist of Mr. Abbott, Mr. Hay, Mr. Hill, Mr. Lackey, Mr. Oakes, Mr. Stewart, and the Mover.
And Mr. Raphael requiring that the said Committee be appointed by Ballot,—
Question,—(1.) That the Bill to incorporate the Prince Alfred Hospital be referred to a Select Committee for consideration and report, with power to send for persons and papers,—put and passed.
Whereupon the House proceeded to the Ballot, and the Speaker declared the following to be the Committee duly appointed:—Mr. Fitzpatrick, Mr. Oakes, Mr. Lackey, Mr. Stewart, Mr. Abbott, Mr. Hill, and Mr. Hay.

VOTES, No. 39. FRIDAY, 31 JANUARY, 1873.

4. PRINCE ALFRED HOSPITAL BILL:—Mr. Fitzpatrick, 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 19th December, 1872, together with Appendix.
Ordered to be printed.

* * * * *

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1872-3.

PRINCE ALFRED HOSPITAL BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 19th December, 1872, the "*Bill to Incorporate the Prince Alfred Hospital,*"—beg to report to your Honorable House,—

That they have examined the witness* named in the margin (whose *Mr. J. G. Ross. evidence will be found appended hereto), and that the preamble having been satisfactorily proved by the evidence of that gentleman, they proceeded to consider the clauses of the Bill, in which it was not deemed necessary to make any amendment.

Your Committee now beg to lay before your Honorable House the Bill without amendment.

MICHL. FITZPATRICK,

Chairman.

*No. 2 Committee Room,**Sydney, 30 January, 1873.*

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 23 JANUARY, 1873.

[In consequence of the Sitting of the House of the 22nd instant not having been concluded at the time appointed for the meeting of the Committee this day, such meeting could not be held.]

THURSDAY, 30 JANUARY, 1873.

MEMBERS PRESENT:—

Mr. Fitzpatrick,	|	Mr. Hill,
Mr. Hay,	|	Mr. Oakes.

Mr. Fitzpatrick called to the Chair.

Entry in Votes and Proceedings, appointing the Committee, *read* by the Clerk.

Printed copies of the Bill *referred*, and original Petition to introduce the same, before the Committee.

Parties called in.

Present:—Mr. A. Cathcart (*on behalf of Messrs. Holdsworth and Brown*), Solicitors for the Bill.

Mr. W. Owen (*Counsel*).

Mr. J. Grafton Ross called in and examined.

Witness *produced* original Minute-book containing proceedings of meetings relative to establishment of "Prince Alfred Hospital," and *handed in* copies of the same. (*Vide Appendices A 1 to A 5.*)

Room cleared.

Preamble *read* and considered.

Question,—"That this preamble stand part of the Bill,"—*put* and *passed*.

Bill *read* and *agreed* to.

Chairman to report the Bill to the House without amendment.

WITNESS.

Mr. J. Grafton Ross

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1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

PRINCE ALFRED HOSPITAL BILL.

THURSDAY, 30 JANUARY, 1873.

Present:—

MR. FITZPATRICK,
MR. HILL,

MR. HAY,
MR. OAKES.

MICHAEL FITZPATRICK, Esq., IN THE CHAIR.

Mr. Owen appeared as Counsel for the Promoters of the Bill.

J. Grafton Ross, Esq., called in and examined:—

1. *Chairman.*] Your Bill sets out in the first recital of the preamble that (*the Honorable Member quoted the first recital of the preamble*). We must now call upon you, Mr. Owen, to prove this recital.
2. *Mr. Owen.*] You are one of the Joint Secretaries of the Prince Alfred Hospital Committee? I am, and I am also one of the original conveners of the public meeting at which it was resolved to establish the hospital.
3. You were one of the conveners of the public meeting held on the 28th March, 1868? I was.
4. Do you produce the original minutes of that meeting? I do; they are here. (*Minute-book produced.*)
5. Those minutes have been signed by you, I believe? Yes, by myself.
Mr. Owen said—Perhaps in putting in the minute-book the Committee will allow me to put in copies of the entries which I have had made?
- Chairman.*] The Committee will receive them if they are certified to be true copies.
6. Will you now inform the Committee what took place at that meeting? In the first place there was a requisition, signed by a very large number of citizens, and addressed to the Mayor, asking him to convene a meeting for the purpose mentioned in the requisition. On this requisition the Mayor convened a meeting at the hall of the Sydney Exchange, on the 20th March, 1868. That meeting was attended by a large number of the most influential citizens of all classes of the community, of all shades of political opinion, and of all religious denominations. His Worship the Mayor occupied the chair, and the first resolution was put to the meeting. (*Witness read the resolution. See Appendix A 1.*)
7. Was that resolution carried? Yes; it was carried unanimously. The second resolution was also carried unanimously, to the following effect. (*Witness read the second resolution. See Appendix A 1.*) The third resolution was also carried unanimously, in the following terms. (*Witness read the third resolution. See Appendix A 1.*)
8. *Chairman.*] That resolution is not embodied in the recital? No. There were certain reasons which led to a change in the proposal first made.
9. Have you any idea how many persons were present at that meeting? I should say between 4,000 and 5,000. The meeting was held in the large hall of the Exchange, and the room was crowded to excess.
10. Do you know, or can you guess, within a reasonable limit, how many of those present were subscribers to the hospital fund? I should think that every one there present subscribed to the fund either then or afterwards.
11. They were not subscribers at the time? Not till the proposal was made at the meeting, but names were taken down and promises were received at the meeting.

J. G. Ross,
Esq.

30 Jan., 1873.

- J. G. Ross, Esq. 12. *Mr. Owen.*] At that meeting a committee was appointed to collect subscriptions, and generally to carry out the objects of the resolutions agreed to? Yes; a committee was appointed by the fourth resolution. (*Witness read resolution 4. See Appendix A 1.*)
- 30 Jan., 1873. 13. Do you produce extracts from the minutes of the meetings of the committee on the 23rd March, 1868, the 25th March, 1868, the 15th April, 1868, and the 21st September, 1868? Yes. (*Witness produced extracts. See Appendices A 2, 3, 4, and 5.*)
14. At each of these meetings a certain number of persons were added to the committee? Yes, there were names added to the committee on each of these occasions.
15. Now, as to the third recital in the preamble, do you know as a matter of fact that a large number of persons resident in all parts of the Colony and elsewhere have subscribed to the hospital fund? Yes, there have been an immense number of subscribers from every city, town, and hamlet, in New South Wales, and even from places beyond the Colony, and from England also. In proof of this I produce the published list of subscribers to the fund (*List produced*); and besides these there are many more whose subscriptions have been received, but whose names have not been published; these amounts have been collected frequently by gentlemen in the interior, and by clergymen of the various religious denominations, and the names of subscribers have been sometimes omitted.
16. *Chairman.*] I should like to ask you what sum of money you now have in the hands of your Treasurer? I produce deposit receipts from the London Chartered Bank of Australia and the Commercial Bank, for £22,616 7s. 2d., besides which there is a cash balance, and accrued interest to be taken into account.
17. *Mr. Owen.*] Will you turn to the minutes of the meeting of the 25th June, 1870, in which there is given an abstract of the Treasurer's report, showing the amount of cash in hand? That will not give the amount in hand, for there has been an increase of £1,800 or £2,000 since then.
18. *Chairman.*] Your next recital is that the money has been subscribed by persons of all shades of religious opinion and belief;—is this shown in any way from your lists? Yes, you may gather that from the names of the clergymen which appear there, and from the amounts collected by them. If you look through the list you will soon see as a matter of fact that the money has been collected in the way stated.
19. But do you know of your own knowledge that the money has been subscribed in the way recited? Yes, and I know that it has been received.
20. The latter part of the recital—that it is deemed expedient that the institution should be of an unsectarian character—seems rather a matter of opinion than of fact? It is a fact however, as far as the committee are concerned, for they were very positive on this point.
21. Have you anything on record to show this? Yes. I will read you an extract from minutes of the meeting of the committee, held on the 3rd December, 1872. It is as follows:—
- The draft Act was then read *verbatim*. Exception was taken to the latter part of clause 10, which proposed to exclude Ministers from the Board of Directors. Discussion ensued, during which it was stated that the sub-committee had given much anxious thought to this clause, and after grave consideration had determined to recommend its adoption, because they were convinced of the growing necessity of doing away with sectarian influences in the management of charitable institutions. The first part of the clause gave ministers of religion the right to visit the hospital to comfort and console patients of their own denomination, and it was strongly urged that no slight or indignity was intended to be offered to the clergy, but that being relieved from secular duty they would have the more time to devote to the spiritual needs of the patient. After this the clause was agreed to.
22. And was this carried by a large majority of the committee? Yes; there were only two dissentients. It was moved that the draft Act be adopted, and two members of the committee moved an amendment in clause 10. Their amendment was rejected by a large majority, and the draft Bill was agreed to, with this clause as it now stands.
23. And the Act referred to is the one now before the Committee? Yes; it is identically that Act, without alteration.
24. *Mr. Owen.*] You have stated that there are a large number of subscribers to the fund from all parts of the Colony? Yes; not only from every city, town, and hamlet in New South Wales, but also from England and from the neighbouring Colonies.
25. Is it not a matter of fact that in consequence of this large number of subscribers, scattered all over the Colony and even in neighbouring Colonies, that it has been found impossible to hold a meeting of subscribers for the purpose of selecting Directors in the first instance? Yes, quite impossible, as a reference to the names on the printed list and the residences of the subscribers will at once show.
26. Will you again refer to the meeting of the 3rd December, 1872, and read the resolution selecting certain gentlemen to be appointed by Parliament the first Directors of the Hospital? Yes. The resolution is as follows:—
- The following gentlemen were then unanimously nominated to be appointed by Parliament the first Directors of the Prince Alfred Hospital, viz., The Hon. the Colonial Secretary for the time being, the Chancellor of the University of Sydney for the time being, Ewen Wallace Cameron, Esq., Robert Coveny, Esq., Eyre Goulburn Ellis, Esq., John Fairfax, Esq., the Hon. Thomas Holt, Esq., Edward Knox, Esq., Lewis Wolfe Levy, Esq., Alfred Roberts, Esq., John Smith, M.D., Professor, Sydney University, and John Brown Watt, Esq.
27. At that meeting the Act now before the Committee was fully considered and adopted? Yes. I have already read the resolution referring to it.
28. Referring now to that part of the preamble wherein it is stated that a portion of land has been granted to the hospital—can you state what negotiations have taken place with the Government with reference to this land? Yes. The committee having failed to make arrangements with the Directors of the Sydney Infirmary, applied to the Government of the day for a grant of a suitable piece of land for the erection of an hospital. The Government for the then time being promised to do all in its power to find us a suitable site; after looking about in all directions it was found that the most suitable site available was part of the land which had been granted to the Sydney University. The Senate of the University were communicated with, and after some consideration agreed on certain conditions that part of their land should be devoted to the erection of an hospital; the negotiations went on for a very long time, until at last, on the 2nd April, 1872, we received a communication from the Colonial Secretary's Office, signed by Mr. Halloran, the Under Secretary, informing us that the land would be granted to us. It was in the following terms:—

“Colonial Secretary's Office, Sydney, 2 April, /72.

“Gentlemen,

“With reference to the interview which took place at this office on the 14th September last, between the Colonial Secretary and the Solicitor General, on the part of the Government, and representatives of the University of Sydney, the Presbyterian and Wesleyan bodies, and the Prince Alfred Hospital Fund, respectively, with regard to the allotment of land within

within the University Grant, I am now directed to inform you that the following modified arrangement for the distribution of the land available for Colleges within the University, having received the concurrence of the Senate of the University, subject to certain conditions imposed by that body, has been approved by the Government, and that the necessary steps will be taken for carrying the same into effect.

The Prince Alfred Hospital to
have apportioned to it 11 acres of the land extending from St. John's College grant along the Missenden Road, say 534 feet,
and thence having lines to include such an area."

J. G. Ross,
Esq.

30 Jan., 1873.

29. *Chairman.*] Do I understand that the land referred to in this letter is now out of the Government? Yes. It was originally granted to the Senate of the Sydney University.

30. Then it is intended to be resumed, but is now actually out of the Crown? Yes. It has been granted by the Crown to the Senate, but the religious bodies to whom it was intended to devote the land for the erection of affiliated Colleges having failed to do so within the time specified by the Act, the Government have the power to resume the land should they see fit to do so—as they have done in this case, with the assent of the Senate.

31. Under the Sydney University Act the Government have the power of resumption? Yes.

32. Then, though the land is at present out of the Crown, it is intended to resume it? Exactly.

33. *Mr. Owen.*] Since the receipt of that letter there have been some further negotiations I believe, relative to the grant of this land to the hospital? Yes. A deputation of the Committee waited on the present Colonial Secretary to urge on him the necessity of at once carrying out the promise contained in his letter of the 2nd April, 1872. On that occasion the Hon. Colonial Secretary promised to give the matter his earliest consideration.

34. Are you aware whether the Government are considering the matter? I had rather not answer that question, as I received the information as a privileged communication, which I do not consider myself justified in making use of.

35. You have not received any intimation or notification cancelling that promise in the letter you have just read? No; on the contrary, I believe there will be no difficulty about our having the land.

36. Is it in your opinion expedient for the purpose of erecting, managing, and governing the hospital—the contributors being so numerous and so scattered,—that the hospital should be incorporated with the powers, privileges, restrictions, and provisions mentioned in this Act? Yes; and it is not only my individual opinion but it is also the opinion of the committee at large. The committee believe that it is impossible to get any better representation of the subscribers than the gentlemen whom the people at large have sent into Parliament to represent them. In fact, the committee ask the Parliament, as representing the Colony at large, to represent the subscribers in this instance—these subscribers being virtually the Colony at large. That is why the committee ask the Parliament to appoint the Directors, all the committee have done being to recommend certain names to Parliament for appointment.

PRINCE ALFRED HOSPITAL BILL.

APPENDIX.

A 1.

RESOLUTIONS passed at a public meeting held in the hall of the Exchange, Friday, March 20th, 1868.

IN pursuance of a requisition, signed by a large number of citizens and addressed to the Mayor of Sydney, a public meeting was held in the hall of the Sydney Exchange, on Friday, March 20th, 1868, and was attended by a large number of the most influential colonists of all classes and denominations. His Worship the Mayor was unanimously voted into the chair, and called upon Mr. Alfred Roberts to read some letters received from certain gentlemen stating their inability to attend. They were from His Honor the Chief Justice, the Hon. E. Deas Thomson, C.B., the Very Reverend Vicar-General S. A. Sheehy.

The first resolution was moved by SIR WILLIAM MANNING, seconded by the REV. A. B. DAVIS,—

“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.” Carried unanimously.

It was moved by the REV. D. BADHAM, and seconded by the REV. THOMAS SMITH,—

“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 the 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.”

Before the above resolution was put, an amendment was moved by T. S. MORT, ESQ., and seconded by the Hon. T. A. MURRAY, ESQ., President of the Council, which was as follows:—

“That a committee, to consist of the following gentlemen, with power to add to their number, be appointed to raise funds for the purpose of erecting a permanent and substantial memorial in this Colony as a token of the heartfelt gratitude of the inhabitants of New South Wales for the recovery of His Royal Highness the Duke of Edinburgh, and that it be a direction from this meeting to such committee, that their special consideration should be given to the finishing and endowing of the Sailors' Home as such memorial, and that in the event of their selecting that institution as the object of such memorial, it should for all time be styled “Prince Alfred's Home for Sailors.”

The amendment having been put and lost, the original resolution was put and carried unanimously.

The third resolution was moved by the REV. JOHN GRAHAM, and seconded by EDWARD S. P. BEDFORD, ESQ., and was as follows:—

“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.’” Carried unanimously.

The fourth resolution was moved by JOHN FAIRFAX, ESQ., and seconded by the REV. G. F. DILLON, and was as follows:—

“That the following gentlemen be requested to form a committee for carrying out the objects of this meeting, with power to add to their number, to appoint a working committee, sub-committees in the country districts, and the necessary office-bearers, and to collect subscriptions:—The Chief Justice, the President and Members of the Legislative Council, the Speaker and Members of the Legislative Assembly, the Mayors and Aldermen of the City of Sydney and the suburbs, the Lord Bishop of Sydney, Archbishop Polding, and others, as per list published in the *Sydney Morning Herald*, March 21st. The Chief Justice, the President and Members of the Legislative Council, the Speaker and Members of the Legislative Assembly, the Mayors and Aldermen of the City of Sydney and the suburbs, the Lord Bishop of Sydney, Archbishop Polding, the Very Rev. S. J. A. Sheehy, V.G., the Venerable J. M'Encroe, Archdeacon, Professor Badham, Rev. A. B. Davis, Rev. G. F. Dillon, Rev. John Dwyer, Rev. John Dougall, Rev. John Graham, Rev. James Milne, Rev. A. H. Stephen, Messrs. John Alger, W. M. Alderson, M. Alexander, John Barlow, Edward Butler, S. P. Bedford, H. H. Beauchamp, B. Buchanan, Charles Cowper, Jas. C. Cox, Robert Coveny, James Curtis, E. W. Cameron, Frederick Dangar, H. C. Dangar, Jeremiah Donovan, John Fairfax, James R. Fairfax, John Flavell, J. H. Goodlet, Alexander Gordon, W. O. Gilchrist, Edward Goddard, F. Holt, John Hughes, P. Sydney Jones, Edward Knox, George King, Walter Lamb, William Laidley, S. W. Levy, Frederick Lassetter, John E. Manning, Thomas Mort, Henry Mort, James Macgregor, Charles Nathan, Thomas Peate, J. G. Raphael, Lieutenant-Colonel John Richardson, Alfred Roberts, Rev. T. Smith, Grafton Ross, M. H. Stephen, Alexander Stewart, E. Vickery, William Watkins, Thomas Walker, John Young, R. Jones, S. C. Burt, James Mullins, John Isaacs, William Vial, Edward Allen, George Russell (P. N. Russell & Co.'s), T. Macarthur, John Burt, John Booth (Balmain), William Jolly, and James S. Banks.”

The resolution having been put, was carried unanimously.

A list of donations was then read to the meeting, which had been spontaneously offered. A list was also brought forward by the Rev. A. B. Davis, of donations offered by certain members of the Hebrew persuasion, amounting to £921.

On the motion of SIR WILLIAM MANNING, seconded by E. KNOX, ESQ., a vote of thanks was passed to the Mayor of Sydney for his conduct in the chair.

I certify that these minutes are correct,—

GRAFTON ROSS, Hony. Secretary.

I hereby certify that the within extracts are correct,—having examined the same with the original thereof.

A. CATHCART,
Clerk to Mr. Holdsworth, Solicitor.

A 2.

Minutes of General Committee Meeting of the 23rd March, 1868.

MARCH 23rd, 1868, was held the first general committee meeting in the Chamber of Commerce, at the Sydney Exchange. Mr. John Fairfax was voted into the chair:—There were present: Messrs. W. Lamb, J. G. Ross, Alfred Roberts, W. M. Alderson, R. Coveny, Rev. J. Dougal, Rev. J. Dwyer, E. Knox, H. E. Allan, — Bedford, Richard Jones, M. H. Stephen, Rev. J. Graham, John Alger, Rev. Thos. Smith, J. G. Raphael, James Curtis, F. Lassetter, J. R. Fairfax, John Bird, D. S. P. Jones.

* * * * *

Mr. WALTER LAMB proposed, Mr. E. KNOX seconded,—“That the names of the following gentlemen be added to the general committee:—Mr. J. Baptist, Mr. John Barnett, John Dalley, W. B. Dalley, Alfred Fairfax, Edward Flood, James Gordon, Dr. Hansard, T. S. Harrison, J. G. Hanks, C. Kidman, Wm. Long, W. A. Long, Rev. G. H. Moreton, Capt. M'Leerie, R. T. Moodie, Rev. P. Newman, A. Nathan, Professor Pell, Henry Prince, M. Rousseau, T. B. Rollin, Professor Smith, P. L. C. Shepherd, J. B. Wilson, and G. F. Wise.” The motion was agreed to.

* * * * *

Mr. H. E. A. ALLAN moved, Mr. R. COVENEY seconded,—“That Mr. A. Roberts and Mr. J. G. Ross be the Honorary Secretaries, and Mr. Walter Lamb and Mr. E. Knox the Honorary Treasurers, of the Prince Alfred Hospital Fund.” Carried unanimously.

I hereby certify that the foregoing extracts are correct,—having examined the same with the original thereof.

A. CATHCART,
Clerk to Mr. Holdsworth, Solicitor.

A 3.

General Committee Meeting, held March 25th, 1868, at the Chamber of Commerce, at 4 o'clock, p.m.

PRESENT:—Mr. John Fairfax in the chair, Messrs. A. Roberts, J. G. Ross, J. R. Fairfax, W. Lamb, Rev. J. Dougal, F. H. Dangar, J. Isaacs, Rev. John Dwyer, R. Jones, and John Alger.

The Chairman announced that this meeting had been convened for the formal business of adding names to the list of the general committee. The list of names was:—Mr. R. P. Raymond, E. S. Hill, J. R. Street, Sigmond Franck, Sir W. Macarthur, Adolph Feez, John Neal, Thomas Icely, W. Piesley, Henry Bell, George Hill, Richard Hill, the Rev. John Dougal, and the Rev. John West, the Rev. S. Rabone, Rev. H. H. Gaud, Rev. G. Hurst, Mr. Thomas Buckland, the Directors of the Sydney Infirmary, E. G. Ellis, Joseph Thomson, Edward Butler, Charles Myles, and the Rev. Brown Cave.

I hereby certify that the foregoing extracts are correct,—having examined the same with the original thereof.

A. CATHCART,
Clerk to Mr. Holdsworth, Solicitor.

A 4.

General Committee Meeting, held April 15th, 1868, at the Chamber of Commerce, at 4 o'clock, p.m.

MR. JOHN FAIRFAX in the chair. Messrs. A. Roberts, E. Knox, J. R. Fairfax, Professor Smith, Rev. Cave Brown, Rev. A. B. Davis, J. G. Raphael, R. Jones, H. Prince, Rev. John Dwyer, and H. E. A. Allan.

The following gentlemen were added to the list of the general committee:—Mr. Justice Cheeke, Mr. Justice Faucett, Mr. Justice Hargrave, Mr. A. T. Holroyd, Mr. Deffell, the Hon. John M'Farlane, M.D., Mr. James Mullins, J. T. Neale, E. T. Penfold, W. T. Pinhey, Sam. Watson, W. G. Ainsworth, W. R. Piddington, Geo. Thompson, C. Myles, R. T. Ford, Rev. S. Kent, and Dr. Eichler.

I hereby certify that the foregoing extracts are correct,—having examined the same with the original thereof.

A. CATHCART,
Clerk to Mr. Holdsworth, Solicitor.

A 5.

Adjourned meeting, held Monday, September 21st, 1868, pursuant to advertisement.

PRESENT:—Mr. Richard Jones in the chair. Messrs. Roberts, Ross, Knox, Lamb, Piddington, Alger, Alderson, Raphael, J. R. Fairfax, J. Richardson, J. R. Street, Rev. Brown Cave, W. C. Windeyer, Dr. Jones, S. D. Gordon, R. Coveny, J. Mullins, G. F. Wise, Rev. J. Dwyer, W. Vial, John E. Manning, M. H. Stephen, and the Rev. A. B. Davis.

Mr. A. Roberts proposed that Mr. J. L. Montefiore and Dr. Manning be elected additional members of the general committee. The resolution was seconded and carried unanimously.

I hereby certify that the foregoing extracts are correct,—having examined the same with the original thereof.

A. CATHCART,
Clerk to Mr. Holdsworth, Solicitor.

1872-3.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ORPHAN, REFORMATORY, AND INDUSTRIAL SCHOOLS.
(RETURNS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 14 February, 1873.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 10 December, 1872, That there be laid upon the Table of this House,—

- “ A Return of the number, names, and ages of the Children in the Orphan
“ Schools at Parramatta, the Destitute Children’s Asylum at Randwick,
“ and the Reformatory School at Biloela, and on board the “Vernon”;
“ specifying, in each instance, whether—
“ (1.) Both parents ;
“ (2.) Father or Mother only are dead ; and stating the residence and
“ employment of the surviving parent.
“ Private Fees contributed to each Institution, adding Industrial Schools
“ and Reformatory.”

(*Captain Onslow.*)

ORPHAN, REFORMATORY, AND INDUSTRIAL SCHOOLS.

Protestant Orphan School,
Parramatta, 13 January, 1873.

SIR,

In reply to your letter of the 14th ultimo, requesting me to furnish certain information which had been called for by the Legislative Assembly, I have now the honor to enclose a Return of the number, names, and ages of all Children in this Institution on the 17th December last, showing whether both parents, father or mother only are dead, the residence and employment of surviving parent, and also the private fees contributed to the Institution.

I have, &c.,
M. BETTS,
Matron.

RETURN of the number, names, and ages of the Children in the Protestant Orphan School on the 17th of December, 1872, specifying in each instance whether both parents, father or mother only are dead, and stating the residence and employment of the surviving parent, and showing the private fees contributed to the Institution.

(Prepared in reply to the Principal Under Secretary's letter of the 14th December, 1872.)

No.	Name.	Age.	Particulars of Parents.			Residence and employment of surviving Parent.	Private Fees.
			Both Parents.	Father only.	Mother only.		
					Boys.		
1	Adams George	13	.....	.....	Living.	Newtown. Servant.
2	Adams Alfred	9	.....	.....	do.	do. do.
3	Blundell Thomas	21	.....	.....	do.	Sydney. Unknown.
4	Blundell George	14	.....	.....	do.	do. do.
5	Bateman Henry	13	Dead.	.....		
6	Bateman William	9	do.	.....		
7	Bartlett Charles	12	.....	.....	Living.	} Protestant Orphan School } Attendant.
8	Bartlett Alfred	7	.....	.....	do.	
9	Bartlett Henry	10	.....	.....	do.	
10	Brown Joe	14	Dead.	.....		
11	Brown Thomas	12	do.	.....		
12	Byrnes William	11	do.	.....		
13	Byrnes Edwin	6	do.	.....		
14	Boyd James	12	.....	.....	Living.	Bathurst. Laundress.
15	Boyd Alfred	8	.....	.....	do.	do. do.
16	Blanchfield Joseph	11	.....	.....	do.	10 Kent-street, Sydney. Laundress.
17	Blanchfield Louis	6	.....	.....	do.	do. do.
18	Bond Richard	9	Dead.	.....		
19	Buckland John	5	do.	.....		
20	Crittell George	15	.....	.....	Living.	Unknown.
21	Chambers John	12	.....	.....	do.	Sydney. Unknown.
22	Collings Frederick William	16	.....	Living.	.....	Melbourne. Engineer.
23	Cook John	12	.....	do.	.....	Waterloo. Waiter.
24	Cook George	10	.....	do.	.....	do. do.
25	Campbell William	9	.....	.....	Living.	Nundle. Laundress.
26	Curtis William Rufus	12	.....	.....	do.	Melbourne. Unknown.
27	Carpenter Isaiah	12	.....	.....	do.	Ryde. Nil.
28	Carpenter Frederick	6	.....	.....	do.	do. do.
29	Craig William Charles	10	.....	.....	do.	Kent-street, Sydney. Laundress.
30	Cole Thomas	10	.....	.....	do.	Braidwood. Nil.
31	Crimes Robert	9	Dead.	.....		
32	Coe Charles	8	.....	Living.	.....	Ulladulla. Labourer.
33	Coë William	11	.....	do.	.....	do. do.
34	Coleman Thomas	8	.....	do.	.....	Gladesville. Plasterer.
35	Corf Robert	8	Dead.	.....		
36	Chamley Francis	5	.....	.....	Living.	Newcastle. Unknown.
37	Dickson William David	14	.....	.....	do.	
38	Dickson Henry	10	.....	.....	do.	
39	Drawbridge James W.	12	.....	.....	do.	Alexander-st., Sydney. Laundress.
40	Drawbridge Solomon	7	.....	.....	do.	do. do.
41	Dredge Reuben	2	.....	.....	do.	St. Leonards. Unknown.
42	Dacom Charles	9	.....	.....	do.	Sussex-street, Sydney. Laundress.
43	Dacom John	6	.....	.....	do.	do. do.
44	Dulling James M.	6	.....	.....	do.	
45	Dale Charles	8	Dead.	.....		
46	Emerton Charles	6	do.	.....		
47	Fall Hugh	13	do.	.....		
48	Fall Philip	11	do.	.....		
49	Flint William E.	10	.....	.....	Living.	Redfern. Nurse.
50	Flint Nicholas	8	.....	.....	do.	do. do.
51	Flint John Thomas	6	.....	.....	do.	do. do.
52	Greenwood Thomson	13	.....	.....	do.	Cumberland-street, Sydney.
53	Gleadall Charles	11	.....	.....	do.	Parramatta. Nurse.
54	Gleadall William	8	.....	.....	do.	do. do.
55	Gleadall John	7	.....	.....	do.	do. do.
56	Goodsell William	10	.....	.....	do.	Parramatta-street, Sydney. Re-married.

Mother pays 2s. 6d.
weekly towards
one son's sup-
port.

No.	Name.	Age.	Particulars of Parents.			Residence and employment of surviving Parent.	Private Fees.
			Both Parents.	Father only.	Mother only.		
					Boys.		
57	Gray William	9	.....	.....	Living...	Unknown.
58	Grey James	5	.....	.....	do.	do.
59	Gray Abraham	6	.....	.....	do.	do.
60	Gunter Jordan	8	.....	.....	do.	Lambton. Unknown.
61	Goodin Alfred	5	.....	.....	do.	Newtown. do.
62	Handley Andrew	11	Dead.	.....		
63	Haviland John Richard	11	do.	.....		
64	Hamilton Robert	7	.....	.....	Living...	Redfern. Needlework.
65	Hamilton Frederick	4	.....	.....	do.	do. do.
66	Howe William Samuel	9	Dead.	.....		
67	Haggerty Herbert Seymour	8	.....	.....	Living...	Macquarie-st., Sydney. Laundress.
68	Harris Albert Edward	4	.....	.....	do.	Parramatta. Inmate, Lunatic Asylum.
69	Jones Thomas Henry Pollock	10	Dead.	.....		
70	Johnson Frederick	7	.....	.....	Living...	Protestant Orphan School, Parramatta. Needlewoman.
						Mother pays 2s. 6d. weekly towards her son's support.	
71	Jackson William Oswald	6	.....	.....	do.	Unknown.
72	Kynaston Charles	10	Dead.	.....		
73	Korns George	22	do.	.....		
74	Kilpatrick Arthur	10	do.	.....		
75	Lawrie John	12	do.	.....		
76	Lance Edwin John	13	.....	.....	Living...	211, Clarence-street, Sydney. Nurse.
77	Larbaletier John William	11	.....	.....	do.	Botany-street, Redfern. Laundress.
78	Larbaletier James William	9	.....	.....	do.	do. do.
79	Ledam Joseph	10	.....	.....	do.	Windsor. Unknown.
80	Lawes William	13	Dead.	.....		
81	Lewis Isaac	10	do.	.....		
82	Lakin Alfred	9	.....	Living...	.....	Camperdown. Carpenter.
83	Lakin Sydney	3	.....	.....	.....	do. do.
84	Leathern Samuel	2	.....	.....	Living...	
85	Moffatt George	10	.....	.....	do.	Gladesville. Laundress.
86	Moffatt John	8	.....	.....	do.	do. do.
87	M'Coy Robert	10	.....	.....	do.	Murrurundi. Unknown.
88	M'Coy John	6	.....	.....	do.	do. do.
89	M'Coy Henry	2	.....	.....	do.	do. do.
90	Mudie George	8	.....	Living...	.....	Unknown. Deserted.
91	M'Cormick Thomas	6	Dead.	.....		
92	Miller James Patrick	7	.....	.....	Living...	Mudgee.
93	Moore Henry	8	.....	.....	do.	Sydney. Inmate of Refuge.
94	Milner Joseph James	6	.....	.....	do.	do. do.
95	Nicholson —	10	.....	.....	do.	Lunatic Asylum, Parramatta. Inmate.
96	Owen John	10	.....	.....	do.	Liverpool. Servant.
97	Purdy Herbert Edward	7	.....	.....	do.	Pitt-street, Sydney. Remarried.
98	Purdy Walter James	12	.....	.....	do.	do. do.
99	Philpot Thomas Richard	9	Dead.	.....		
100	Parkinson Benjamin	10	do.	.....		
101	Fool Thomas	9	do.	.....		
102	Platt George	7	.....	Living...	.....	Newcastle. Coal-miner.
103	Price Charles L.	4	.....	.....	Living...	Newington, Parramatta River. Cook.
104	Price Philip Henry	3	.....	.....	do.	do. Cook.
105	Richardson David	17	.....	.....	do.	Richmond, Victoria. Remarried.
106	Richardson Richard	11	.....	.....	do.	do. do.
107	Roberts William	17	Dead.	.....		
108	Roberts Thomas	12	do.	.....		
109	Rae George	10	.....	.....	Living...	Victoria. Unknown.
110	Rae Arthur Edwin	7	.....	.....	do.	do. do.
111	Reeve James Henry	8	Dead.	.....		
112	Rochester Arnold	7	do.	.....		
113	Rosewarn William	7	.....	.....	Living...	Sodwalls. Housemaid.
114	Smith George	11	.....	.....	do.	Young. Postmistress.
115	Sievers John	11	.....	Living...	.....	Darlinghurst Gaol. Confinee.
116	Sievers Frank	13	.....	do. ....	.....	do. do.
117	Sambrook George	12	.....	.....	Living...	437, Pitt-street, Sydney. Laundress.
118	Staples George	9	Dead.	.....		
119	Smith Thomas	13	do.	.....		
120	Sibthorpe Gerald Keys	13	.....	.....	Living.	Woolloomooloo. Remarried.
121	Sibthorpe Richard Lionel	11	.....	.....	do.	do. do.
122	Sinclair William	9	Dead.	.....		
123	Shearing James	10	.....	.....	Living.	St. Leonards. Servant.
124	Shearing John	7	.....	.....	do.	do. do.
125	Shearing Alexander	5	.....	.....	do.	do. do.
126	Sherden William	8	Dead.	.....		
127	Sherden John	6	do.	.....		
128	Stephenson Alfred	5	.....	Living.	.....	Parramatta. Butcher.
129	Stephenson Francis	3	.....	do. ....	.....	do. do.
130	Sleuman Joseph James	8	.....	.....	do.	Unknown.
131	Taylor Alfred	6	.....	.....	Living.	Woolloomooloo.
132	Taylor Alfred	10	Dead.	.....		
133	Trott James	12	do.	.....		
134	Turley Charles Ernest	13	.....	.....	Living.	10 Judge-st., Sydney. Remarried.
135	Woolsey William	9	.....	.....	do.	Sydney. Servant.
136	Woolsey Thomas	6	.....	.....	do.	do. do.

No.	Name.	Age.	Particulars of Parents.			Residence and employment of surviving Parent.	Private Fees.
			Both Parents.	Father only.	Mother only.		
137	Watts William Stanley	9	Dead.		Boys.		
138	Wilson Michael	11	do.				
139	Warren William	9	.....		Living.	Cook's River. Nurse at Private Lunatic Asylum.
140	Warren Robert	8	.....		do.	Cook's River. do.
141	Weimar George	6	Dead.				
142	Wood William	3	.....		do.	Castle Hill. Servant.
143	Woods Richard	14	Dead.				
144	Wright George	11	.....		do.	Tenterfield. Housemaid.
145	Wright Edward	10	.....		do.	do. do.
146	Wright Charles	5	.....		do.	do. do.
147	Wheeland Lawrence Joe	11	.....		do.	Unknown.
148	Wasson James	10	.....		do.	Camden. Servant.
149	Wasson William	10	.....		do.	do. do.
150	Watson Charles	11	.....		do.	Sydney. do.
151	Ward Albert Major	13	.....		do.	Benevolent Asylum, Sydney. Infant nurse.
152	York Joseph	9	Dead.				
					Girls.		
153	Burns Christina	21	Dead.				
154	Barnes Adelaide	11	do.				
155	Barker Rachel	13	do.				
156	Buckland Catherine	6	do.				
157	Campbell Elizabeth	12	.....		Living.	Nundle. Washerwoman.
158	Campbell Margaret	11	.....		do.	do. do.
159	Chapman Emily	11	.....		do.	Glebe, Sydney. Laundress.
160	Chapman Fanny	9	.....		do.	do. do.
161	Chapman Elizabeth	5	.....		do.	do. do.
162	Crimes Mary	13	Dead.				
163	Crimes Alice Grace	7	do.				
164	Craig Anne	13	.....		Living.	Sydney. Laundress.
165	Craig Emma	7	.....		do.	do. do.
166	Cole Marianne	11	.....		do.	Braidwood. Unknown.
167	Cole Elizabeth	8	.....		do.	do. do.
168	Cox Catherine Mary	9	.....		do.	Kincumber. Needlewoman.
169	Dulling Ada Jane	8	.....		do.	Newcastle. do.
170	Dulling Ernesta Belmore	4	.....		do.	do. do.
171	Dixon Margaret Jane	12	.....		do.	Balmain. Nurse.
172	Dixon Maria	8	.....		do.	do. do.
173	Dawson Margaret	.....	.....	Living.	.....	Unknown.
174	Daccom Louisa	4	.....		Living.	.....
175	English Alice	9	Dead.				
176	Emmertton Emma	10	do.				
177	Elliott Alice	12	.....		Living.	Araluen. Needlework.
178	Elliott Ada	8	.....		do.	do. do.
179	Flint Louisa	11	.....		do.	Sydney. Servant.
180	Goodsell Ellen	8	.....		do.	do. Remarried.
181	Graham Eliza	.....	Dead.			
182	Goodin Fanny	9	.....		Living.	Newtown. Unknown.
183	Goodin Ada	7	.....		do.	do. do.
184	Gosson Sarah Matilda	11	.....		do.	New Zealand. Unknown.
185	Gunter Mary Ann	4	.....		do.	Newcastle.
186	Gleadall Ada	4	.....		do.	Parramatta. Nurse
187	Hall Emma	12	.....		do.	Unknown.
188	Harrison Rebecca	11	.....		do.	Sydney. Remarried.
189	Harrison Marion	11	.....		do.	do. do.
190	Handley Ellen A.	13	Dead.				
191	Haggerty Charlotte Maud	10	.....		Living.	Macquarie-street, Sydney. Washerwoman.
192	Hunter Jessie	7	.....	Living.	.....	Unknown.
193	Hamilton Elizabeth	.....	.....	Living.	.....	Redfern. Needlework.
194	Johnson Elizabeth	10	Dead.				
195	Jackson Charlotte Louisa	3	.....		Living.	Unknown.
196	Kynaston Frances	12	Dead.				
197	Kew Mary Jane	14	do.				
198	Keith Mary Ellen	11	do.				
199	Kilpatrick Alice	13	do.				
200	Kelly Susan	5	do.				
201	Kelly Louisa	5	do.				
202	Lakin Grace Alice	10	.....	Living.	.....	Camperdown. Carpenter.
203	Lockhart Maud	9	.....		Living.	Sydney. Servant.
204	M'Nie Sarah	11	.....		do.	Grenfell. Remarried.
205	M'Donogh Sabina Rachel	12	Dead.				
206	M'Coy Katy Ann	8	.....		Living.	Murrurundi. Servant.
207	Milner Kate	9	.....		do.	Stewardess of steamer.
208	Miller Mary Ann	6	.....		do.	Mudgee. Unknown.
209	M'Coy Ellen	4	.....		do.	Murrurundi.
210	M'Donald Annie	6	.....		do.	Unknown.
211	Pearce Louisa	14	Dead.				
212	Price Annie	12	do.				
213	Platt Hannah	10	.....	Living.	.....	Newcastle. Miner.
214	Platt Florence	9	.....	do.	.....	do. do.

Mother pays 2s. 6d. a week towards her support.

No.	Name.	Age.	Particulars of Parents.			Residence and employment of surviving Parent.	Private Fees.
			Both Parents.	Father only.	Mother only.		
					Girls.		
215	Preston Ada	8	.....	.....	Living.	Miller's Point. Sydney.	
216	Preston Edith	5	.....	.....	do.	do. do.	
217	Price Jessie	7	.....	.....	do.	Newington. Cook.	
218	Price Lucy	3	.....	.....	do.	do. do.	
219	Rosewarn Ada	11	.....	.....	do.	Sodwalls. Servant.	
220	Sambrook Ada	13	.....	.....	do.	Balmain. do.	
221	Smith Anne Jane	14	.....	.....	do.	Unknown.	
222	Saunderson Charlotte	11	.....	.....	do.	Port Macquarie. Remarried.	
223	Shearing Sarah	12	.....	.....	do.	Sydney. Servant.	
224	Spence Mary Ann	10	Dead.	.....		
225	Sutton Sophia	9	.....	.....	Living.	Kent-street, Sydney. Dressmaker.	
226	Sutton Alice	9	.....	.....	do.	do. do.	
227	Saunderson Mary Jane	7	.....	.....	do.	Port Macquarie. Remarried.	
228	Tall Emma	15	.....	.....	do.	Inmate of Benevolent Asylum, Sydney.	
229	Taylor Ann	11	Dead.	.....		
230	Wright Lydia	6	.....	.....	Living.	Waterloo. Laundress.	
231	Wood Evelina	5	.....	.....	do.	Castle Hill. Servant.	
232	Varness Annie Elizabeth.....	9	.....	.....	do.	Bathurst. do.	} Mother to pay 2s. 6d. towards her support.
233	Wilson Christina Ann	11	.....	.....	do.	Waterloo. Laundress.	
234	Wilkinson Frances	8	.....	.....	do.	Sydney. Housekeeper.	
235	Wilson Isabella.....	7	.....	.....	do.	Waterloo. Laundress.	
236	Weimar Mary	11	Dead.	.....		
237	Wright Annie	8	.....	.....	do.	Waterloo. Housemaid.	
238	Wilkinson Mary Ann	8	.....	.....	do.	Sydney. Nurse.	
239	Webb Sarah	11	.....	.....	do.	South Head Road, Sydney. Servant.	
240	Webb Alice	10	.....	.....	do.	do. do.	
241	Webb Annie	7	.....	.....	do.	do. do.	
242	Young Harriet P.....	8	.....	.....	do.	Liverpool. Servant.	

Roman Catholic Orphan School.

THE VICAR-GENERAL TO THE PRINCIPAL UNDER SECRETARY.

Vicar General's Office,
8 February, 1873.

SIR,

I have the honor to transmit herewith Returns from the Roman Catholic Orphan School, amended as directed by your letter of the 4th instant. The headings were given, but they had not been ruled off by lines from the columns. Under the two headings, "Mother's occupation and residence" and "Remarks," there is given all the information we have on record, and perhaps all that, without great expense, could be obtained, because the poor women, mothers of the children, frequently change both residences and occupation.

No private fees have been contributed to the Institution, except a sum of £13 14s. 4d. (thirteen), received from Mr. Benjamin Osborne, through Mr. Sheriff M'Lean, for the benefit of children of John Gray, convicted of the murder of his wife somewhere in Illawarra.

I have, &c.,
S. J. A. SHEEHY,
V.G.

RETURNS

RETURNS from the Roman Catholic Orphan School, showing,—

1. Numbers and age of children.
2. Whether both parents are dead, or father or mother only.
3. Residence and occupation of surviving parent.
4. Private fees contributed.

No.	Child's Name.	Age.	Father.	Occupation and Residence of Mother.	Remarks.
1	Mary Murphy	29	Dead	Dead	Being nearly blind, not able to take a situation.
2	Elizabeth Flynn	22	do	do	Eyes too weak; not fit for a situation; works in laundry.
3	Margaret Gleeson	22	do	do	Weakminded, but able to work in laundry.
4	Annie Walsh	19	do	do	Lame; assists with needlework.
5	Patrick Brenen	11	do	do	
6	David Hayes	11	do	do	
7	Mary Danton	12	do	Not been heard of for some years.	
8	David Lea	13	do	Charwoman. Resides in Newcastle	
9	Mary Maher	11	A cripple in the Asylum.	Address not known.	
10	Margaret Devlin	12	Dead	Married again. Sofala.	
11	Henrietta Wilson	14	do	do Trunkey Creek...	Applied last week to get her daughter.
12	Sarah A. Caulfield	10	do	Mother not been heard of for five years.	
13	William Ryan	15	do	Very poor. Shoalhaven	The boy weakminded; works about the Institution.
14	Bridget Ryan	12	do	do do	
15	Mary Ryan	11	do	do do	
16	George Ryan	10	do	do do	
17	Jane M'Grillis	12	do	Weakminded. Somewhere in Sydney.	
18	Robert Hutton	12	do	Married again. New Zealand.	
19	Frances Tighe	12	Supposed to be dead.	Dead.	
20	Bobby Tighe	9	do	do	
21	John Hayes	11	Dead	Married again. Araluen.	
22	Catherine Eager	12	do	do Queensland	Wishes to take her child.
23	James Canto	10	do	Dead.	
24	Charlotte Stuart	12	do	Supposed to be in Queensland.	
25	Mary J. Gregors	9	do	Supposed to be dead.	
26	Mary Stuart	9	do	Supposed to be in Queensland.	
27	Thomas Eager	10	do	Married again. Queensland.	
28	Mary Connorton	8	do	Up the country. Address not known.	
29	Thomas Moraghan	10	do	Present, Infirmery. Nurse, Institution.	
30	Charles Moraghan	8	do	do do	
31	Maria Keogh	8	Supposed to be dead.	In service. Address not known.	
32	Robert M'Kean	10	Dead	Up the country. Address not known.	
33	William Carey	11	do	Married again. West Maitland.	
34	Catherine Carey	7	do	do do	
35	John Curtis	14	do	do New Zealand	The boy has no use in the left arm.
36	George Curtis	10	do	do do	
37	Michael Gerraghty	11	do	Believed to be married again. New Zealand.	
38	Patrick Gerraghty	9	do	do do	
39	Ernest Elliott	12	do	In service. Sydney	The boy working on the farm.
40	Louis Elliott	11	do	do do	
41	John Tuohy	10	do	Address not known.	
42	Patrick O'Brien	7	do	Dead.	
43	Eliza Ellen Ryan	11	do	A lunatic.	
44	Mary Scott	13	do	Dead	The child very delicate.
45	Betsy A. Bolton	11	do	Suffering from cancer. In Sydney Infirmery.	
46	Sarah J. Bolton	8	do	do do	
47	Ellen Spring	11	do	Dead.	
48	Martha Spring	9	do	do	
49	Alfred Acheson	10	do	Up the country.	
50	George Brown	10	do	Charwoman. Newtown.	
51	Patrick Carmichael	10	do	In service. Sydney.	
52	John Foran	10	do	Needlewoman. Surry Hills, Sydney.	
53	Alice Martin	9	do	In service. No address.	
54	Sarah Edwards	13	Up the country	Dead	The girl suffers from asthma.
55	Elizabeth Smith	8	Dead	Supposed to have gone to England	
56	Catherine Wilson	7	do	In service. Sydney.	
57	Jane Burnheim	11	do	Married again. Sydney.	
58	Thomas Foran	8	do	Needlewoman. Surry Hills, Sydney.	
59	Susan O'Neill	8	do	Married again	Deserted her child.
60	John Leach	11	do	Very poor. Wattle Flat.	
61	Thomas Leach	9	do	do do	
62	Alexander Leach	7	do	do do	
63	David Rooney	11	do	Dead.	
64	William French	11	do	do	
65	Mary A. Byrnes	11	do	do	

No.	Child's Name.	Age.	Father.	Occupation and Residence of Mother.	Remarks.
66	William Byrnes	11	Dead	Dead.	
67	George Barrett	7	do		
68	Margaret Carmichael	9	do	In service. Sydney.	
69	John Carmichael	8	do	do do	
70	Mary Anne Gallagher	10	do	Married again. Campbelltown.	
71	Amy Davis	12	do	In service. Parramatta.	
72	Bridget Cooper	11	do	Married again. Shellharbour.	
73	Benjamin Cooper	8	do	do do	
74	Anne Cosgrove	8	Supposed to be dead.	In service. Sydney.	
75	James Connolly	11	Dead	Dead.	
76	Margaret Aerat	12	do	Believed to be in service. Up the country.	
77	Frederick Aerat	11	do	do do	
78	William Aerat	9	do	do do	
79	Joseph Murphy	11	do	Charwoman. Sydney.	
80	Katie Murphy	9	do	do do	
81	Arthur Clarke	12	Supposed to be dead.	Married again	Deserted her boy.
82	Alfred Graham	7	Dead	In service. Sydney.	
83	Michael Schofield	18	do	Charwoman. Sydney	The boy weakminded; works about the Institution.
84	Charlotte Evens	11	do	Married again. California.	
85	Richard Evens	9	do	do do	
86	Amelia Evens	7	do	do do	
87	Mary Jane Evens	6	do	do do	
88	William Bramble	8	Not known	Generally in Gaol.	
89	Mary White	8	do	do	
90	Harriet Hunt	11	A lunatic	Charwoman. Windsor.	
91	Joseph Jepson	11	Dead	Married again. Parramatta.	
92	Sarah Whelan	9	do	At the Clarence.	
93	Catherine Walker	11	do	In service. Sydney.	
94	Edward Price	6	do	Charwoman. Sydney.	
95	Sarah Jane Price	13	do	do do	
96	Edward Cogan	12	do	Dead.	
97	James Cotterall	14	do	In service. Up the country.	
98	Mary Jane Cotterall	11	do	do do	
99	Robert Cotterall	10	do	do do	
100	John Cotterall	6	do	do do	
101	William Michael Greenham	6	Dead	In service, Lunatic Asylum, Parramatta.	
102	Fanny M'Glynn	11	do	Resides Nattai	Getting an order to take her out.
103	Joseph M'Glynn	9	do	do	Getting an order to take him out.
104	Mary Greenham	8	do	In service. Lunatic Asylum, Parramatta.	
105	Catherine Cogan	8	do	Dead.	
106	Brian Dale	8	do	In service. Sydney.	
107	Thomas Dale	7	do	do do	
108	Eveline Mayhew	12	do	do Ballarat, Victoria.	
109	George Mayhew	9	do	do do	
110	Michael Sheldon	12	do	Charwoman. Newcastle.	
111	John Sheldon	9	do	do do	
112	Mary Ann Barry	7	do	Believed to be married again. Residence not known.	
113	Benjamin Barry	6	do	do do	
114	Thomas Bunch	11	do	In service. Sydney	Supports one young child.
115	Elizabeth Bunch	10	do	do do	do do
116	Fanny Sindon	8	do	do do	
117	Rebecca Sindon	6	do	do do	
118	Sarah Hunt	7	A lunatic	A charwoman. Windsor.	
119	John M'Gee	8	Dead	In service. Up the country.	
120	William Smith	11	do	Married again. Parramatta.	
121	John Smith	9	do	do	
122	Bridget Fox	12	do	do Palmer's Oakey.	
123	Edward Fox	10	do	do	
124	Jane Fox	8	do	do	
125	Thomas E. Robertson	12	do	A cripple. Sydney.	
126	John H. Robertson	9	do	do do	
127	Charlotte Drake	6	do	Married again. Newtown.	
128	James Mahunphy	8	do	In service. Sydney.	
129	Joseph Mahunphy	6	do	do do	
130	George Burke	6	do	Dead.	
131	Teresa Murray	12	do	do	
132	Annie Sindon	10	do	In service. Sydney.	
133	John Bunch	7	do	do	Supports one young child.
134	Mary Anne M'Kane	13	do	Up the country.	
135	Mary Anne Richardson	14	do	Dead.	
136	Elizabeth Richardson	12	do	do	
137	Robert Richardson	10	do	do	
138	William H. Howard	9	do	A cripple. Benevolent Asylum.	
139	Antoney Howard	8	do	do do	
140	William Waters	14	do	Charwoman. Sydney.	
141	Edward Waters	10	do	do do	
142	Sydney Blott	13	do	Needlewoman do	
143	Catherine Humblely	9	do	Dead.	
144	Annie Hewitt	6	do	do	
145	John J. Ingold	7	do	Up the country. Address not known.	
146	Patrick Strean	6	do	A cripple. Sydney.	

No.	Child's Name.	Age.	Father.	Occupation and Residence of Mother.	Remarks.
147	Mary Anne L. Kennedy	8	Dead	A charwoman. Sydney.	
148	Margaret Leneghan	10	do	do	
149	John Leneghan	9	do	do	
150	Michael Mulquiney	7	do	In service. Hunter's Hill.	
151	John Torton	7	do	do Sydney.	
152	Mary Anne Torton	4	do	do	
153	William Witty	11	do	do Address not known.	
154	Robert Witty	10	do	do	
155	Emily Anne Witty	8	do	do	
156	Catherine Hogan	11	do	do	
157	William H. Harris	9	do	do Windsor.	
158	Peter Moran	6	do	do Sydney.	
159	John Mathews	8	do	Dead.	
160	Margaret Mathews	7	do	do	
161	Hester Rowland	8	do	do	
162	Mary Rowland	7	do	do	
163	Florence Lindstrum	9	do	In service. Grafton.	
164	Elizabeth Lindstrum	7	do	do	
165	Lucy Lindstrum	6	do	do	
166	John Francis	8	do	Charwoman. Maitland.	
167	Bridget Francis	7	do	do	
168	Thomas Francis	5	do	do	
169	Peter Francis	4	do	do	
170	Susannah Beale	11	do	In service. Sydney.	
171	Jane Beale	9	do	do	
172	George Beale	5	do	do	
173	Matilda Graham	12	do	Charwoman. do	
174	John Graham	10	do	do	
175	James Graham	9	do	do	
176	Bartholomew Graham	5	do	do	
177	Margaret Gray	12	Lunatic	Dead.	
178	Thomas Gray	10	do	do	
179	Jane Gray	8	do	do	
180	John Gray	5	do	do	
181	Robert Gray	14	do	do	The boy works upon the farm.
182	George Spinks	9	Dead	In service. Sydney.	
183	Louisa Spinks	6	do	do	
184	Florence O'Farrell	13	do	Dead.	
185	David O'Farrell	11	do	do	
186	John O'Farrell	9	do	do	
187	Frederick Bates	10	do	In service. Manly Beach	
188	Anna M. Lyons	10	Not known	Believed to be up the Country.	
189	Rebecca Bates	7	Dead	In service. Manly Beach.	
190	Michael Dwyer	4	Not known	In Gaol.	
191	John J. Shannon	6	Dead	In service. Sydney.	
192	Joseph Shannon	4	do	do	
193	Sarah M'Gee	6	do	do Up the country.	
194	Elizabeth Carey	9	do	Married again. West Maitland.	
195	Mary A. Martin	12	do	In service. Address not known.	
196	Dorothea Cavanagh	12	do	Married again. Up the Country.	
197	Joseph T. Cavanagh	9	do	do	
198	James Whims	9	do	Nothing known of her.	
199	Sarah Graham	7	do	Charwoman. Sydney.	
200	Philip M'Grath	9	do	Blind. Up the country with her elder children.	
201	Patrick M'Grath	6	do	do	
202	Mary A. Byrne	13	do	In service. Address not known.	
203	Ellen Byrne	9	do	do	
204	Michael Byrne	7	do	do	
205	John Byrne	6	do	do	
206	Mary Menery	11	do	do Sydney.	
207	Anne C. Menery	9	do	do	
208	Rebecca Menery	4	do	do	
209	Joseph Thompson	9	Not known	Believed to be in Maitland.	
210	Annie Hackett	10	Up the country	A cripple from fits.	
211	Charles Hackett	7	do	do	
212	Josephine Jennings	10	Dead	In service. Address not known.	
213	Susan Jennings	8	do	do	
214	Mary Donaldson	11	do	Dead.	
215	Teresa Donaldson	9	do	do	
216	Patrick Hogan	4	do	do	
217	Mary A. M'Aleer	8	do	In service. Address not known.	
218	Patrick M'Aleer	7	do	do	
219	James M'Aleer	5	do	do	
220	Kate Purchell	4	do	Up the country. Has a younger child.	
221	Ellen Connor	8	do	With her mother-in-law at Tuena	
222	Robert Connor	7	do	do	
223	Alfred Connor	5	do	do	
224	Catherine Witty	5	do	In service. Address not known.	
225	Catherine Dillon	12	do	do Parramatta.	
226	Bridget Dillon	10	do	do	
227	Christopher Dillon	8	do	do	
228	William Jones	10	do	In service. Sydney. Supports a young child.	
229	Joseph Hennessy	8	do	In service. Randwick. Supports a sick boy.	
230	William Hennessy	7	do	do	
231	Annie Murphy	12	do	Needlework. Sydney.	

No.	Child's Name.	Age.	Father.	Occupation and Residence of Mother.	Remarks.
232	Elizabeth Murphy	10	Dead	Needlework. Sydney.	
233	Bartholemew Murphy	7	do	do do	
234	Michael Murphy	5	do	do do	
235	Bridget Brambley	9	do	In service, Sydney. Supports a young baby.	
236	William Brambley	7	do	do do	
237	Sarah Brambley	4	do	do do	
238	Winefrid Scanlon	13	do	Dead.	
239	Ellen Scanlon	10	do	do	
240	Henry Sice	12	do	do	
241	Alexander Storm	8	do	In service, Balmain.	
242	James Storm	5	do	do do	
243	Eliza Keogh	7	do	do Sydney.	
244	Thomas R. Keogh	6	do	do do	
245	Bridget Fitzgerald	10	do	Charwoman. Newcastle.	
246	Hannah Fitzgerald	5	do	do do	
247	Robert Fitzgerald	8	do	do do	
248	Annie Lynch	12	do	In service. Sydney. Supports a young child.	
249	David Lynch	9	do	do do	
250	Andrew Lynch	7	do	do do	
251	Henrietta Munro	11	do	In service. Sydney.	
252	Henry Munro	9	do	do do	
253	Edward Hennesey	4	do	do Randwick. Supports a sick boy.	
254	Alice Byrnes	9	do	In service. Address not known.	
255	Michael Wollace	10	do	Dead.	
256	Richard Simey	8	do	Paralytic. Sydney.	
257	Eliza Simey	7	do	do do	
258	John Kennedy	4	do	Charwoman. do	
259	Annie Kennedy	4	do	do do	
260	Emily Fuze	7	In decline	Dead.	
261	Charles Fuze	6	do	do	
262	Joseph Fuze	4	do	do	
263	Denis Francis	3	Dead	Charwoman. Maitland.	
264	Denis Hall	7	do	do Darling Point.	
265	John Hall	6	do	do do	
266	Catherine Kennedy	22 mths.	do	Dead.	
267	Maria Creyhton	8	do		
268	David Creyhton	9	do		
269	Annie Taylor	9	do	Needlework. Sydney. Supports a young baby.	
270	Elizabeth Taylor	8	do		
271	Kate Hayes	10	do	Deserted her child.	
272	Caroline Pickering	9	do	In service. Melbourne.	
273	George Pickering	6	do	do do	
274	Joseph Elliott	7	do	In service. Sydney.	
275	Robert Williams	11	do	do do	
276	Alfred Williams	6	do	do do	
277	Bridget Graham	9	do	Up the country.	
278	Sarah J. Graham	6	do	do	
279	James Graham	5	do	do	
280	Anne Barron	9	do	Working. Liverpool. Supports one young child.	
281	Margaret Barron	7	do	do do	
282	Jane Barron	4	do	do do	
283	Thomas Gregors	9	do	In service. Sydney.	
284	John T. Owens	7	do	Weak-minded. Sydney.	
285	Annie Summons	9	do	Dead.	
286	Charles Roberts	9	Supposed to be dead	Dying in the Infirmary.	
287	Edwin Leonard	11	Dead	Up the country.	
288	Agnes Leonard	9	do	do	
289	Jane Leonard	8	do	do	
290	Henry Leonard	7	do	do	
291	John T. Hickey	7	do	In service.	
292	Christopher Hickey	4	do	do	
293	Mary A. Charles .....	...	do	Dead.	
294	Isabella Charles .....	...	do	do	
295	Bridget Daly .....	...	Not known	In service. Sydney.	
296	Josephine O'Halloran	11	Dead	Married again. Queensland.	
297	Florence Lee	11	do	Weak-minded. Sydney.	
298	Margaret Richardson	10	Not known	Dead.	
299	Mary Magdaline Ryan	16 mths.	Dead	In a situation. Parramatta.	
300	Walter Spinks	4	do	In service. Sydney.	
301	Thomas Cusack	11	do	do Address not known.	
302	William Skilian	11	do	Dead.	
303	Sophia Britian	19	do	do Idiotic.	
304	Mary O'Shea	14	do	do	

No private fees have been contributed to the Institution, except £13 14s. 4d. from Mr. Benjamin Osborne, for benefit of John Gray's children.

29th January, 1873.

MARY A. ADAMSON,
Matron, Catholic Orphan School.

Randwick Asylum for Destitute Children.

THE HONORARY SECRETARY, RANDWICK ASYLUM, to THE PRINCIPAL UNDER SECRETARY.

Sydney, 16 January, 1873.

SIR,

Referring to your letter of the 14th ultimo, requesting a Return, with certain information, relative to the Children in the Randwick Asylum,—I have the honor to forward herewith a Return of the Number, Names, and Ages of the Children in the Asylum on 31 December, 1872; noting also, when practicable, the residence of the parent or parents, furnished to the Board of Directors at the time of the admission of such children.

2. I have also the honor to forward a Return showing the amount received, during the past year, from parents, on account of maintenance of their children, viz., £590 0s. 6d. The amount paid by parents in 1871 was £562 13s. 11d.

I have, &c.,

GEORGE F. WISE,
Honorary Secretary, Randwick Asylum.

RETURN of Fees received from Parents on account of their Children in the Randwick Asylum, during the year ending 31st December, 1872:—

To cash received in		£	s.	d.
Do.	do. January	12	8	0
Do.	do. February	48	6	0
Do.	do. March	50	5	6
Do.	do. April	69	9	6
Do.	do. May	57	4	0
Do.	do. June	52	11	0
Do.	do. July	63	3	0
Do.	do. August	51	3	0
Do.	do. September	30	12	6
Do.	do. October	34	5	6
Do.	do. November	83	9	0
Do.	do. December	37	3	6
		£590	0	6

GEORGE F. WISE,
Honorary Secretary.

January 16, 1873.

Memo.—The amount paid by parents on account of the maintenance of their children, in 1871, was £562 13s. 11d.

GEORGE F. WISE,
Honorary Secretary.

RETURN of the Number, Names, and Ages of the Children in the Randwick Asylum for Destitute Children, on the 31st December, 1872.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
1	Akin Maria Louisa	14	.....	.....	Not known	Not known.
2	Akin Eliza	13	.....	.....	do	do
3	Allen Henry	12	.....	.....	Redfern	Gardener.
4	Allen Clara	9	.....	.....	House of Good Shepherd	Not known.
5	Ashplant Alice	8	.....	.....	Parramatta	Surveyor.
6	Alcock Annie	12	.....	Father	Balmain	Not known.
7	Alcock Gertrude	10	.....	do	do	do
8	Atkins Elizabeth	7	.....	.....	Goulburn	do
9	Ansell Francis	8	.....	.....	Not known	do
10	Atkins Joseph	7	.....	.....	Goulburn	do
11	Asprey William	11	.....	Mother	Bathurst	Carpenter.
12	Burgess James	8	.....	.....	Mother Camperdown	Not known.
13	Burgess William	6	.....	.....	do	do
14	Bridge James	8	.....	.....	Not known	Mason.
15	Baker William	11	.....	Father	do	Not known.
16	Baker Henry	9	.....	do	do	do
17	Brown Sarah	5	.....	.....	Prospect	do
18	Boland George	7	.....	.....	Not known	Driver.
19	Bridger Eleanor	12	.....	.....	Waterloo	Dealer.
20	Bridger Mary Ann	9	.....	.....	do	do
21	Bridger Clarisa	8	.....	.....	do	do
22	Bridger Charles	6	.....	.....	do	do
23	Bridger Walter	5	.....	.....	do	do
24	Belford Sarah	12	.....	Mother	Newcastle	Seaman.
25	Belford Mary Ann	9	.....	do	do	do
26	Belford Margaret	6	.....	do	do	do
27	Bell Amelia	9	.....	.....	Crown-street	Not known.
28	Bell Emma	8	.....	.....	do	do
29	Bell John	5	.....	.....	do	do
30	Bragg George	10	.....	.....	William-street	Engineer.
31	Bragg Walter	5	.....	.....	do	do

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
32	Barrett Mary	7	.....	.....	Washington-street	Labourer.
33	Barrett Elizabeth	5	.....	.....	do	do
34	Britton John	6	.....	.....	Not known	Not known.
35	Buckley John	9	.....	Mother	do	do
36	Bassiere James	7	.....	.....	Mother in Lunatic Asyl.	do
37	Blacker Alexander	13	.....	.....	Mother, Darlinghurst Gl.	do
38	Butters Mary Ann	13	.....	Mother	In Gaol	do
39	Brady Mary	13	.....	do	Market-street	Hair-dresser.
40	Baker Edwin	12	.....	do	In Gaol	Not known.
41	Bulger Mary Jane	12	Not known	Not known	Not known	do
42	Bonar Robert	12	.....	.....	Father in Gaol	do
43	Brown Ellen	11	.....	.....	Mother in Gaol	do
44	Bibb Jessie	10	.....	Father	Not known	do
45	Baggs Charles	12	.....	.....	Balmain, mother	Servant.
46	Baggs Selina	12	.....	.....	do	do
47	Bona Luke	12	.....	Father	Not known	Not known.
48	Burke Mary	12	.....	.....	Benevolent Asy., mother	do
49	Brown John	10	.....	Father	Gaol	do
50	Barnes William	13	.....	.....	Not known	do
51	Briggs John	12	.....	Father	do	do
52	Bates Amelia	12	.....	.....	Benevolent Asy., mother	do
53	Brooks Ellen	10	.....	.....	Parramatta	Labourer.
54	Bourne Victoria	11	.....	.....	Not known	Not known.
55	Barry George	11	.....	.....	Parramatta	do
56	Buckley William	13	.....	Mother	Braidwood	Splitter.
57	Brown Michael	14	.....	.....	Government Asylum	Not known.
58	Buffery Jane	12	.....	.....	Not known	Servant.
59	Bourke Lydia	11	.....	Mother	do	Not known.
60	Biggs Mary Jane	12	.....	.....	do	do
61	Beard Sarah	10	.....	.....	do	do
62	Brown John	10	.....	.....	do	do
63	Buckley Ellen	10	.....	Mother	do	Steamer's cook.
64	Beverley Louisa	12	.....	do	do	Not known.
65	Brown Elizabeth	11	.....	.....	Mother, Singleton	do
66	Brown Alice	9	.....	.....	do	do
67	Burt Louisa	10	.....	.....	Sussex-street	Labourer.
68	Burt James William	9	.....	.....	do.	do.
69	Burt Edward	8	.....	.....	do	do.
70	Bassierie Emily	12	.....	.....	Berrima	Not known.
71	Bassierie Eliza	9	.....	.....	do.	do.
72	Bollard Mary	9	.....	.....	Gaol	do.
73	Bollard Elizabeth	7	.....	.....	do	do.
74	Barratt Arthur	9	.....	.....	Not known	do.
75	Barratt Thomas Hall	7	.....	.....	do.	do.
76	Brown Mary	8	.....	.....	Queensland	do.
77	Burns Elizabeth	8	.....	.....	Not known	do.
78	Berry Mary Jane	11	.....	Father	do.	do.
79	Brand Alfred	11	.....	.....	do.	do.
80	Bentley James	10	.....	Mother	do.	do.
81	Bell Henry	10	.....	.....	Mother, Lunatic Asylum	do.
82	Blacker John	8	.....	.....	Both in Gaol	do.
83	Britton Mary Ellen	12	.....	.....	Pymont	do.
84	Blacker William	8	.....	.....	Both in Gaol	do.
85	Bell Tommy	8	.....	.....	Not known	do.
86	Bailey Emily	12	.....	.....	England	do.
87	Burrows William	9	.....	.....	Not known	do.
88	Burrows Frederick	8	.....	.....	do	do.
89	Brewin William George	7	.....	.....	Mother, Elizabeth-street	Butcher.
90	Brunell Frederick	6	.....	.....	Mother, Pitt-street	Not known.
91	Bidgood John	7	.....	.....	New Zealand	do.
92	Bell David	8	.....	.....	Mother, Lunatic Asylum	do.
93	Bauman Anthoney	8	.....	.....	Father, do	do.
94	Berginneer James	7	.....	.....	Not known	Seaman.
95	Barnes Alfred	7	Both	.....	.....	.....
96	Bidgood William	10	.....	.....	New Zealand	Not known.
97	Bauman John	9	.....	.....	Father in Lunatic Asylum	do.
98	Chin Chi John	6	.....	Mother	Not known	do.
99	Christian William	10	.....	.....	Sydney	Labourer.
100	Christian John	8	.....	.....	do	do.
101	Ceaser Annie	13	.....	Father	Sydney	Not known.
102	Ceaser Martha	10	.....	do	do	do.
103	Ceaser William	9	.....	do	do	do.
104	Chute Susannah	11	.....	.....	Alfred-street	Labourer
105	Chute Mary Ann	9	.....	.....	do	do.
106	Chute Elizabeth	9	.....	.....	do	do.
107	Clark Edward	12	.....	.....	Stanley lane	do.
108	Clark John	11	.....	.....	do	do.
109	Coleman Henrietta	10	.....	Mother	Parramatta-street	Bootmaker.
110	Coleman Charlotte	8	.....	do	do	do.
111	Coleman James	6	.....	do	do	do.
112	Connell Maria	7	.....	.....	Not known	Not known.
113	Clarke George	6	.....	.....	do	Labourer.
114	Cowles George	6	.....	.....	Not known	Not known.
115	Connors Mary	6	.....	Mother	do	do.
116	Chitty Louisa	8	Both	.....	.....	.....
117	Chitty James	6	Both	.....	.....	.....
118	Cowles Sarah	10	.....	.....	Not known	Not known.
119	Clarke William Joseph	6	.....	.....	Elizabeth-street	do.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
120	Clarke James	4			Elizabeth-street	Not known.
121	Cooke Georgiana Eliza	7			Gaol	do.
122	Cooke James Arnold	7			do	do.
123	Cooke Breathur	5			do	do.
124	Curson Edward	8			Sussex-strect	Tailor.
125	Curson Harriett	7			do	do.
126	Coman Ellen	9		Mother	Not known	Not known.
127	Coman Emma	12		do	do	do.
128	Coman Agnes	4		do	do	do.
129	Collins Charlotte	13		do	Cockatoo	do.
130	Chapman Rebecca	12			Gaol	do.
131	Carroll Philip	10			Not known	do.
132	Collins Joseph	11			Gaol	do.
133	Collins William	10		Father	Not known	do.
134	Collier John	8			Gaol	do.
135	Crease Emuly	8			Manly Beach	Housekeeper.
136	Chin Chi Lena	11		Mother	Dapto	Labourer.
137	Chin Chi Ann	8		do	do	do.
138	Challis Robert	10		Father	Randwick Asylum	Nurse (Hospital).
139	Challis George Sydney	8		do	do	do.
140	Chudleigh William	10			Dixon-street	Labourer.
141	Chudleigh Alexander	9			do	do.
142	Cooper Henry	8		Mother	Surry Hills	Seaman.
143	Cooper Thomas	11		do	do	do.
144	Cooper Edward	7		do	do	do.
145	Carmody Fanny	11		do	Not known	Not known.
146	Coglan Sarah	13			New Zealand	do.
147	Coglan Charles	11			do	do.
148	Colquhon Agnes	7			Clarence River	do.
149	Crowley Mary Jane	9			Ireland	do.
150	Casey John	11	Both			
151	Coyne Minnie	8			Kent-street	Baker.
152	Clarke William	11			Sydney	Labourer.
153	Clarke Charles	6			do	do.
154	Cannon Emily	9		Mother	Windsor	do.
155	Cannon Albert	7		do	do	do.
156	Connors James	12			Gaol	Not known.
157	Connors Catherine	8			do	do.
158	Connors Patrick	10			do	do.
159	Connors Thomas	4			do	do.
160	Clarke John	6			New Zealand	do.
161	Day Mary	13	Father & mother			
162	Driscoll John	14			Father in Gaol	Not known.
163	Donnelly Joseph	12			Not known	do.
164	Dark George	13		Mother	do.	do.
165	Dowling Margaret	10			do.	do.
166	Darby Alice	9			In Gaol	do.
167	Dunning Walter	10			do.	do.
168	Dwyer Patrick	12			Not known	do.
169	Dwyer Edward	10			do.	do.
170	Donnolly William	10			do.	do.
171	Daley Francis	7		Mother	do.	do.
172	Donoughy Robert	6			Mother in Gaol	do.
173	Dogherty John	12			Newcastle	Labourer.
174	Dogherty George	9			do.	do.
175	Dogherty Elizabeth	6			do.	do.
176	Douglass Alexander	8			Gaol.	Notknown.
177	Dark Charles Edward	5	Both			
178	Delaney Mary Catherine	9			Not known	do.
179	Delaney Annio	6			do.	do.
180	Davidson Rebecca	13		Mother	do.	do.
181	Dwyer William	6			Mother, Devonshire-st.	do.
182	Daly Maud	5		Mother	Queanbeyan	Labourer.
183	Daly Alice	5		do.	do.	do.
184	Donald Milicent	4			Not known	Notknown.
185	Downey Christina	5		Mother	do.	do.
186	Davies Elizabeth	8			do.	do.
187	Davies Emily	9			do.	do.
188	Davies William Henry	6			do.	do.
189	Day Joseph	5			Gaol	do.
190	Day Mary	4			do.	do.
191	Devor Mary	10			Blandford	Labourer.
192	Devor Catherine	6			do.	do.
193	Devor Domnick	9			do.	do.
194	Duggan Helena	8			Mother, Redfern	do.
195	Duggan Matilda	5			do.	do.
196	Dennett George Edward	6			Not known	Shepherd.
197	Duggin Bridget	6		Mother	do.	Notknown.
198	Doyle James	9			Mother in Infirmary	do.
199	Delaney Ellen	6			South Head Road	do.
200	Delaney Andy	4			do.	do.
201	Drummond Rose	6			Glebe	Engineer.
202	Drummond Grace	8			do.	do.
203	Elsmore Jonathan	10			Hartley	Notknown.
204	Eades Thomas	10			Not known	do.
205	Eastwood Mary	10			Mother in New Zealand	do.
206	Eiffe Honora	12		Father	Not known	do.
207	Eiffe William	9		do.	do.	do.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
208	Eastwood Thomas	12			Mother in New Zealand	Not known.
209	Eiffce John	8		Father	Not known	do.
210	Eggleston Margaret Ann	8			Lunatic Asylum	do.
211	Ellery Ada	8		Mother	Not known	do.
212	Elliott Caroline	12		do.	Enmore Road	Labourer.
213	Elliott Joseph	10		do.	do.	do.
214	Elliott William	7		do.	do.	do.
215	Eury Ellen	9			Benevolent Asylum	
216	Enwright James	11			Arthur-street	Digger.
217	Enwright Joseph	4			do.	do.
218	Evenden Elizabeth	5			Not known	Not known.
219	Fitzgerald Mary	11			do	do.
220	Fernandes Charles	10			do	do.
221	Forsythe Thomas	11			do	do.
222	Ford James	11		Mother	do	do.
223	Froy William	13			Infirmery	do.
224	Fletcher Harry	13			Not known	do.
225	Ferris Eliza	13			Rockhampton Gaol	do.
226	Fleming Margaret	12		Mother	Not known	do.
227	Finnucom Anthony	12		do	Parramatta	Warder in Gaol.
228	Finnucom Charles	10		do	do	do.
229	Fanque Joseph	9			Wilmot-street	Horse-breaker.
230	Fanque Elizabeth	7			do	do.
231	Ferris Mary Ann	10			Cleveland Bay	Not known.
232	Fleming Emily	9		Mother	Not known	do.
233	Fitzgerald Emma	13		do	Sodwalls	do.
234	Fitzgerald Harriet	11		do	do	do.
235	Fitzgerald George	9		do	do	do.
236	Fitzgerald Richard	8		do	do	do.
237	Fitzgerald William	6		do	do	do.
238	Flaherty Margaret	10		do	Richmond River	do.
239	Fogarty Edward	10		do	Not known	do.
240	Fitzgerald Ellen	5		do	Sodwalls	do.
241	Foster Arthur	8			Parramatta Gaol	do.
242	Fearnley Robert James	6			In Lunatic Asylum	do.
243	Fyans Letitia	10			Mother in Gaol	do.
244	Forsyth Emily	9			Not known	do.
245	Fogarty Michael	9			do	do.
246	Forbes Charles Alfred	7			do	do.
247	Fernie Margaret	9			do	do.
248	Fernie Mary Jane	4			do	do.
249	Fernie Thomas William	6			do	do.
250	Field Ellen	10			West Maitland	do.
251	Field James	7			do	do.
252	Fletcher Thomas	8			Camden	do.
253	Fletcher William	6			do	do.
254	Fletcher Eliza	4			do	do.
255	Flynn Margaret	7			Not known	do.
256	Fynes Letitia	13			do	do.
257	Gibbs John William	11			do	do.
258	Griffiths Edward	11			Mother in Infirmery	do.
259	Grimble Martha	11		Mother	Not known	do.
260	Goddard Elizabeth	10			Redfern	Mason.
261	Griffin Bridget	13			Not known	Not known.
262	Grimble George	10		Mother	do	Seaman.
263	Gordon Elizabeth	11			do	Not known.
264	Gordon John	9			do	do.
265	Gillies Elizabeth Margaret	11		Mother	Camden	do.
266	Gillies Catherine Isabelle	10		do	do	do.
267	Garvin John	8			Castlereagh-street	Seaman.
268	Gleeson William	10		Father	Lunatic Asylum	Not known.
269	Gressell James	11			Not known	do.
270	Gore Mary Ann	10		Mother	do	do.
271	Griffiths Victoria	7			Mother in Gaol	do.
272	Griffiths Agnes	9			do	do.
273	Griffiths Elizabeth	8			Mother in Gulgong	do.
274	Griffiths Isaac	10			do	do.
275	Grant William	10			Braidwood	do.
276	Grant Annie	8			do	do.
277	Gleeson Michael	9		Father	Mother in Lunatic Asylum.	do.
278	Gorst Lilly	12		Mother	Sydney	Seaman.
279	Goate Elizabeth	6		do	do	Coach-trimmer.
280	Gore William	8		do	In Gaol	Not known.
281	Gore John Thomas	7		do	do	do.
282	Gleeson Lucy Ann	6		Father	In Lunatic Asylum	do.
283	Gardner Elizabeth	12		Mother	Cumberland-street	Shipwright.
284	Gardner Adelaide	10		do	do	do.
285	Gardner Philomela	6		do	do	do.
286	Gough Elizabeth Ann	10		do	Newcastle	Carpenter.
287	Gough George	8		do	do	do.
288	Gough William	6		do	do	do.
289	Gough Elizabeth	10		Both.		
290	Gallagher John	7			Not known	Not known.
291	Guerin Frederick	13			do	do.
292	Green John William	7			Potts' Point	do.
293	Grands Sarah Ann	7		Mother	Pymont	Shoemaker.
294	Grands George Alfred	5		do	do	do.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
295	Glen Thomas.....	8	.....	Mother	Waterloo	Not known.
296	Glen Eliza.....	7	.....	do	do	do.
297	Glen Edward	6	.....	do	do	do.
298	Glen Michael	4	.....	do	do	do.
299	Goodwin Edward.....	8	.....	.....	Paddington	Carpenter.
300	Gillespie William.....	6	.....	.....	Not known	Not known.
301	Heywood Ellen.....	13	.....	.....	do	do
302	Hunt Albert.....	12	Not known	Not known.....	do	do
303	Hant John	10	do.	do.	do	do
304	Harris Margaret	10	.....	Mother	Liverpool Asylum.....	do
305	Harris Mary Ann.....	13	.....	do.	do	do
306	Halloran Ellen	11	.....	do.	Not known.....	do
307	Hayward Walter	10	.....	.....	do	do
308	Hollis Charles	12	.....	.....	do	do
309	Hollis Emma.....	11	.....	.....	do	do
310	Higgins Elizabeth	12	.....	.....	do	do
311	Hanna Noble.....	10	.....	.....	Gaol	do
312	Hayes William	10	.....	Mother	Not known	do
313	Hayes James.....	9	.....	do	do	do
314	Hudson Richard Henry	12	.....	.....	Mother in Infirmery	do
315	Hoolagha Margaret.....	11	.....	.....	do Gaol.....	do
316	Hayes Frederick	10	.....	Mother	Sydney	do
317	Hoolagham Dennis	13	.....	.....	Not known.....	do
318	Haswell John	12	.....	Father	do	do
319	Hinks Thomas	10	.....	do	Newcastle Gaol.....	do
320	Hamblin Edward.....	11	.....	do	Not known.....	do
321	Haswell Amelia	10	.....	do	do	do
322	Hicken Casena	11	.....	.....	Mother in Benevolent Asylum.	do
323	Hopkins Alice	11	.....	.....	Not known.....	do
324	Hopkins Elizabeth	8	.....	.....	do	do
325	Hassett John	12	.....	Mother	George-street	Labourer.
326	Hassett Mary	12	.....	do	do	do
327	Hassett William	8	.....	do	do	do
328	Hearne Edward	11	.....	Father	Randwick Asylum	Hospital nurse.
329	Hearne Richard Thomas.....	8	.....	do	do	do
330	Handley John	7	.....	.....	Not known	Not known.
331	Harrison James.....	7	.....	.....	do	do
332	Howarth Elizabeth	11	.....	Father	do	do
333	Hicks John	9	.....	do	do	do
334	Hodnett William	9	.....	do	do	do
335	Houghton Thomas	10	.....	.....	Mother, Sussex-street	do
336	Houghton Charles	5	.....	.....	do do	do
337	Heffernan Catherine.....	8	.....	Mother	Not known	do
338	Heffernan Mary Ann	6	.....	do	do	do
339	Hallan John	12	.....	do	Narrabi	Shepherd.
340	Hallan Robert	9	.....	do	do	do
341	Harrison Henry	7	.....	.....	Mother in Gaol.....	Not known.
342	Hicks Ellen	7	.....	Father	Not known	Servant.
343	Harrison John	6	.....	.....	do	Not known.
344	Hitchcock Frederick	7	.....	.....	do	do
345	Hayes Thomas	12	.....	.....	Parramatta Asylum	do
346	Hayes James.....	8	.....	.....	do	do
347	Henry Patrick	8	.....	.....	Mother, Sydney	do
348	Henry Ann	6	.....	.....	do	do
349	Hopper George.....	8	.....	.....	Riley-street	Accountant.
350	Honey Maud.....	8	.....	.....	Mother, Sydney	Not known.
351	Heyland Thomas	6	.....	Mother	Kelly's lane	Baker.
352	Heyland Henry	4	.....	do	do	do
353	Herbert Joseph	7	.....	.....	Mother in Gaol.....	Not known.
354	Hallard Elizabeth.....	6	.....	Mother	Not known	do
355	Hunt John	9	.....	.....	do	do
356	Hoye John Thomas	8	.....	Father	do	do
357	Hunter Mary Ann	10	.....	.....	Chippen-street	Seaman.
358	Hunter John Thomas	8	.....	.....	do	do
359	Hunter William	5	.....	.....	do	do
360	Hand Jessie	11	.....	Mother	Araluen	Miner.
361	Hand Margaret.....	9	.....	do	do	do
362	Hand James	8	.....	do	do	do
363	Hand John	6	.....	do	do	do
364	Harris Herbert.....	5	.....	.....	Not known	Not known.
365	Hanks Edward.....	12	.....	.....	California	do
366	Hanks William.....	10	.....	.....	do	do
367	Hare Fanny	9	.....	.....	Not known	do
368	Hughes Emma	6	.....	.....	do	do
369	Hughes Henrietta	4	.....	.....	do	do
370	Howard John	8	.....	.....	do	do
371	Howard Thomas	5	.....	.....	Melbourne.....	do
372	Hawthorne Lily	12	Both .....	.....	.....	.....
373	Hawthorne Alfred	10	do. ....	.....	.....	.....
374	Hawthorne Violet	8	do. ....	.....	.....	.....
375	Hawthorne Daisy.....	6	do. ....	.....	.....	.....
376	Hall John	10	.....	.....	Not known	Not known.
377	Hall Edward.....	11	.....	.....	do	do
378	Hayes William.....	10	.....	Mother	Sydney	do
379	Holroyd William.....	10	.....	.....	Not known	do
380	Inglis Caroline.....	8	.....	.....	do	do

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
381	Joyce Andrew	11		Mother	Sydney	Stonemason.
382	Johannes Etty	11		Father	do	Not known.
383	Johnston Isabella	12	Not known	Not known	Not known	do
384	Julius Annie	12			do	do
385	Jacobs Emily	14			Gaol	do
386	Julius Frederick	10			Not known	do
387	Jamison Thomas	11			do	Shoemaker.
388	Jamison Emily	9			do	do
389	Jeremy Margaret	9			do	Not known.
390	Jacobs Joseph	8			Gaol	do
391	Jacobs Isabella	7			do	do
392	Jeremy Christopher	11			Newcastle	do
393	Jolly John Thomas	8			Not known	do
394	Jeremy George	7			Newcastle	do
395	Jelfs Alfred	11	Both		Not known	do
396	Johnson Edward	7		Mother	M'Leay River	do
397	Jackson Charles	9			Not known	do
398	Jackson John	7			do	do
399	Kenny Amelia	12			do	do
400	Kidd Henry	12			Pymont	do
401	Kelly Patrick	9			Not known	do
402	Kinsley Josephine	12		Father	do	Servant.
403	Knox Matthew	9			Mother, Goulburn	Not known.
404	Kennedy Robert James	12			Not known	do
405	Kennedy William George	10			do	do
406	King John	10			Mother, King-street	do
407	Kickens Mary	10		Mother	Not known	do
408	Knox Alice	7			Goulburn Gaol	do
409	Kelly Elizabeth	10		Mother	Sydney	Labourer.
410	Kelly William John	5		do	do	do
411	Kircaldy Peter James	9			Goulburn-street	Not known.
412	Kennedy Mary	6		Mother	Not known	do
413	Kato Emily	7			do	do
414	Kato Thomas	5			do	do
415	King Henrietta	4		Mother	do	do
416	King Catherine	8		do	do	do
417	Klein Clara	11			Castlereagh-street	Confectioner.
418	Knight Wesley	10			Not known	Not known.
419	Knight Nathaniel	7			do	do
420	Lewis Thomas	11½		Father	Hanson's buildings, George-st.	do
421	Low Fanny	12			Not known	Servant, Mother.
422	Lawrence William	11		Mother	do	do
423	Lloyd Ann	11			M'Intyre River	Not known.
424	Lloyd Eliza Jane	9			do	do
425	Lloyd Sarah	8			do	do
426	Laney Emma	10			Not known	do
427	Lynch James	10		Mother	Rushcutter's Bay	Gardener.
428	Lynch Michael	7		do	do	do
429	Langford Lionel	7			Chippendale	Mariner.
430	Lord William	12			Mother in Gaol	Not known.
431	Loder Richard	9			Not known	do
432	Lawless Margaret	8		Mother	do	do
433	Lawlor Louisa	13			do	do
434	Lawlor Thomas	12			do	do
435	Lawlor Jane	10			do	do
436	Lawlor Valentine	10			do	do
437	Lawlor Mary	7			do	do
438	Leary Mary Ann	10			do	Coach-trimmer.
439	Leonard John	8		Mother	In Infirmary	Not known.
440	Leonard Julia	6		do	do	do
441	Loder Francis	7		do	Mother, Glebe	do
442	Lawson Mary	8			Gaol	do
443	Lawson James	7			do	do
444	Ley Joseph	10		Mother	Not known	do
445	Ley Sarah	8		do	do	do
446	Ley Elizabeth	6		do	do	do
447	Law Mary	13		do	Strawberry Hills	Drayman.
448	Law Hannah	8			do	do
449	Law Catherine	5			do	do
450	Lyons Mary	5			Mother, Hunt's buildings	Not known.
451	Lambert Louisa	8			do Sydney	do
452	Lambert William	6			do	do
453	Lambert Frederick	5			do	do
454	Lomas Isabella	11			Infirmary	do
455	Lomas William	10			do	do
456	Lomas Emma	5			do	do
457	Lewis James	10			Not known	do
458	Mullins Mary	10			Haymarket	Labourer.
459	Mythong Mary	8			Mother. Pitt-st., South	Not known.
460	M'Mahon John	8			Mother in Benevolent Asylum.	Servant.
461	M'Grath Elizabeth	13			Waverley	Labourer.
462	M'Grath Ann	12			do	do
463	M'Grath William John	7			do	do
464	M'Dougall Lily	9			In Gaol	Not known.
465	M'Dougall Jessie	7			do	do
466	Mealy Margaret	8		Father	Not known	Servant.
467	M'Duff Henry	12		do	do	Not known.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
463	M'Culloch George	9		Father	Not known	Notknown.
469	M'Phail Thomas	8		do	do	do
470	Mahar Thomas	8		do	Mother in Infirmary	do
471	Maynes Sarah	6		Father	Not known	do
472	Maynes Catherine	8		do	do	do
473	Melchiner Jessie	5		do	do	Servant.
474	Morris Eva Maria	10		do	Mother in Gaol	Notknown.
475	Morris Adelaide	8		do	do	do
476	M'Conville Letitia	7		do	Mother, Rickety-street	do
477	Murphy Jane	10		Mother	Infirmary	do
478	Murphy Joseph	8		do	do	do
479	Moen Grace	6		do	Not known	do
480	M'Dermott James	7		Mother	do	do
481	M'Dermott Alice	10		do	do	do
482	Maxstead Frederick	10		do	Infirmary	do
483	Maxstead Charles	7		do	do	do
484	Maroney James	8		Mother	Not known	do
485	M'Diarmid Annie	6		Father	do	do
486	M'Diarmid John	8		do	do	do
487	Murphy William	7		do	Camden	do
488	Meyers Maximilian	10		do	Gaol	do
489	M'Inery Elizabeth	12	Not known	Not known	Not known	do
490	M'Guinis Maria	12	do	do	do	do
491	Mooney Rosa	11		Mother	do	do
492	Mooney Michael	11		Father	Gaol	do
493	Montgomery James	11		Mother	Not known	do
494	M'Elroy John	10		do	Sydney	Drayman.
495	M'Kay Elizabeth	10		do	Not known	Notknown.
496	Mitchell Martha	14		do	do	do
497	Mader Charles	12		Mother	Hunter-street	Stationer
498	Moroney John	9		do	Not known	Notknown.
499	Moody Robert	10		do	do	do
500	M'Geary Jane	9		do	Greenfeld	do
501	Murray Anastation	11		do	Not known	do
502	Murray Margaret	9		do	do	do
503	Mitchell William	12		Father	In Asylum	do
504	M'Rae Alexander	10		do	Not known	do
505	M'Naughton Annie	12		Father	do	do
506	Melshimar George	7		do	do	do
507	Moore Alacia	12		do	do	do
508	Moore John	10		do	do	do
509	Marsh Mary	11		do	do	do
510	Marsh William	9		do	do	do
511	M'Lean John	9		do	do	do
512	M'Crea John	7		do	do	do
513	M'Donald Catherine	12		do	Mother, West Maitland	do
514	M'Donald John	12		do	do do	do
515	Mason George	12		do	Mother Cumberland-st.	do
516	Mealy Edward	10		Father	Not known	Mother, servant.
517	Mitchell James	10		do	do	Notknown.
518	M'Pherson Mary	9		do	do	do
519	M'Dougall Mary	9		do	Gaol	do
520	Meyers Theresa	7		do	do	do
521	Maher William	5		do	Parramatta	do
522	M'Gind John	7		Mother	New Zealand	Shoemaker.
523	M'Carthy John	7		do	Darlinghurst Gaol	Not known.
524	M'Caul Arthur	5		do	Darlinghurst Road	Schoolmaster.
525	M'Knaught Alfred	5		do	Not known	Not known.
526	Marshall Alice	10		Mother	Darlinghurst Gaol	do
527	M'Namara Mary	8		do	Mother in Goulburn Gaol	do
528	M'Mahon Margaret	10		Father	Not known	do
529	M'Mahon Albert	7		do	do	do
530	Mortimore William	10		Mother	In Gaol	do
531	Mortimore Stewart	6		do	do	do
532	Mann Alma	14		do	Not known	do
533	M'Cole Sarah	9		do	do	do
534	M'Cole James	7		do	do	do
535	Nott Oliver	10		Father	do	do
536	Nagle Mary Jane	10		do	Mother, Benevolent Asylum.	do
537	Nichols Sydney	10		do	Not known	Servant.
538	Nagle Michael	7		do	Gaol	Labourer.
539	Oxford John	13		Mother	Not known	Seaman.
540	O'Brien Jeremiah	12		do	In Gaol	Not known.
541	O'Bertha Margaret	12		do	do	do.
542	O'Bertha Caroline	10		do	do	do.
543	O'Connor Catherine	11		Mother	Lambing Flat	do.
544	O'Connor Elizabeth	10		do	do	do.
545	O'Brien John	13		do	Sydney	Mason.
546	O'Brien Thomas	11		do	do	do.
547	O'Brien Mary	9		do	do	do.
548	O'Connell William	12		do	Benevolent Asylum,	Not known.
549	O'Shanyhsey William	10		do	Mother.	do.
550	O'Shanyhsey Thomas	7		do	Not known	do.
551	Ogden Jessie	12		do	do	do.
552	Ogden Charles	10		do	Manning River	do.
553	Ogden Charlotte	8		do	do	do.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
554	O'Brien Mary	8		Father	Not known	Not known.
555	O'Brien Elizabeth	10		do	do	do.
556	Oxenham Sarah	9			do	do.
557	Oxenham Mercy	7			do	do.
558	O'Laughlin Julia	8		Mother	do	do.
559	O'Laughlin Flora	6		do	do	do.
560	Pierie William	12			England	do.
561	Proctor Susan	12		Father	Paddington	Washing.
562	Popplewell Myra	13		Mother	Not known	Not known.
563	Parker Esther	11		Father	do	do.
564	Parker Mary Ann	13		do	do	do.
565	Parker John	11			Government Asylum	do.
566	Picklegate Francis	11			Infirmary	do.
567	Parke Elizabeth	12		Mother	Not known	do.
568	Paton Felix	11			do	do.
569	Phillips William Henry	12	Both.			
570	Power Jane	11		Father	Not known	do.
571	Peacock Alice Elizabeth	8			Mother, Kent-street	do.
572	Paton Amelia	10			do do	do.
573	Phillips Catherine	12		Father	Not known	do.
574	Phillips Mary	10		do	do	do.
575	Priest John	5			do	do.
576	Payne William	7			do	do.
577	Payne Stephen	6			do	do.
578	Parker Richard	9			do	do.
579	Pretty Pembro	9			Parramatta	do.
580	Parlotto Salvatore	9		Mother	Sydney	Hairdresser.
581	Parlotto Francis	7		do	do	do.
582	Purtell Alice	9			Not known	Not known.
583	Purtell Jane	7			do	do.
584	Purtell Annie	5			do	do.
585	Porter William	8			do	do.
586	Pyke Ernst					
587	Parker Richard					
588	Quinn Margaret	10		Mother	Castlereagh	Not known.
589	Quinn Mary	12		do	do	do.
590	Quinn Elizabeth	7		do	do	do.
591	Reeid Edward	11		Father	Not known	do.
592	Rieh William	12			Sydney	do.
593	Richards George	11		Father	Not known	do.
594	Rondall Barbara	13			do	do.
595	Rondall Sarah	11			do	do.
596	Rondall Samuel James	9			do	do.
597	Robinson Catherine	10			Mother in Gaol	do.
598	Rooney Rosanina	12			Not known	do.
599	Rogers William John	12		Father	do	do.
600	Read Sarah	11		Mother	Bathurst	Shoemaker.
601	Read John	10		do	do	do.
602	Ridge John	7			Wollongong	Not known.
603	Ryan James	11			Mother in Infirmary	do.
604	Rollston Mary	10		Father	Not known	In service.
605	Rollston Alexander	8		do	do	do.
606	Roberts John	9		Mother	do	Not known.
607	Reilly Thomas	12		do	Castlereagh-street	Labourer.
608	Reilly Francis	11		do	do	do.
609	Robinson Elizabeth	10			Not known	Not known.
610	Robinson Thomas	8			do	do.
611	Ryan Catherine	10		Mother	Wagga Wagga Gaol	do.
612	Rallstone John	9		Father	Anvil Creek	do.
613	Rallstone Edmund	7		do	do	do.
614	Ryan Mary	10			Not known	do.
615	Robinson Florence	11		Mother	Waterloo	Seaman.
616	Robinson Thomas	8		do	do	do.
617	Reid William	8			Not known	Servant.
618	Rowley Mary	9			do	Labourer.
619	Rowley Joseph	7			do	do.
620	Ryding Stephen	9			Melbourne Gaol	Not known.
621	Randall William	8			Not known	do.
622	Roberts George	10		Mother	do	do.
623	Ryan James	8			do	do.
624	Ryan William	7			Melbourne	do.
625	Ryan Edward	9			do	do.
626	Rapmund Joseph	8			Not known	do.
627	Rapmund Frank	5			do	do.
628	Robinson Elizabeth	8			Mother, Singleton	do.
629	Robinson Rosina	7			do do	do.
630	Robinson William	6			do do	do.
631	Robinson George	5			do do	do.
632	Rogers Margaret	5			do Dubbo Hospital	do.
633	Rodgers Henrietta	6			do do	do.
634	Rodgers Mary	4			do do	do.
635	Strange Alice	11			Mother at Newcastle	dc.
636	Smith Thomas	14			do in Sydney	Servant.
637	Smith Mary	12			do do	do.
638	Smith Eliza	12			Not known	Not known.
639	Smith Catherine	12			do	Seaman.
640	Strange Margaret	12			do	Not known.
641	Sharp Mary	11			Sydney	Carpenter.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
642	Sharp James.....	9	.....	.....	Sydney	Carpenter.
643	Smith Henry.....	10	.....	.....	Mother, in Benevolent Asylum	Not known.
644	Swanton Mary Hynes	11	.....	.....	Not known	do.
645	Swanton Catherine	9	.....	.....	do	do.
646	Skinner Alexander	10	.....	.....	Sydney	Fireman.
647	Skinner Angus	9	.....	.....	do	do.
648	Stainer Mary Ann	13	.....	.....	Not known	Labourer.
649	Schalleon Maria	11	.....	.....	do	Not known.
650	Sculley Harriet.....	11	.....	.....	do	do.
651	Stewart Thomas	11	.....	.....	Campbell's River	Shoemaker.
652	Stewart Charles	9	.....	.....	do	do.
653	Stewart Mary	8	.....	.....	Not known	Not known.
654	Stokes George Buckley	8	.....	.....	do	do.
655	Smith Phoebe Mary.....	8	.....	.....	do	do.
656	Salter Gertrude	11	.....	.....	do	Accountant.
657	Salter Percy	8	.....	.....	do	do.
658	Salter Marion	6	.....	.....	do	do.
659	Swanston James George	6	.....	.....	South Head Road	Not known.
660	Stephens Margaret	11	.....	Father	Not known	do.
661	Stephens Charles	10	.....	do	do	do.
662	Stephens William.....	8	.....	do	do	do.
663	Stephens Auckland	6	.....	do	do	do.
664	Schwabbe Herman	6	.....	.....	Hunter-street	Baker.
665	Schwabbe George Henry.....	5	.....	.....	do	do.
666	Silk Ann	12	.....	.....	Not known	Not known.
667	Silk Sarah	10	.....	.....	do	do.
668	Silk William.....	6	.....	.....	do	do.
669	Smith Charles	8	.....	.....	New Zealand	Baker.
670	Skinner Charles	5	.....	.....	Parramatta Gaol	Not known.
671	Swanston Jessie	10	.....	Father	Not known	do.
672	Swanston Isabella.....	8	.....	do	do	do.
673	Stevens Henry	10	.....	do	Infirmary	do.
674	Stewart Francis	10	.....	Mother	Not known	do.
675	Silver George	8	.....	.....	England	do.
676	Silver Alfred.....	7	.....	.....	do	do.
677	Silver William	5	.....	.....	do	do.
678	Scully Emma.....	5	.....	Father	Not known	do.
679	Sculley Margaret	8	.....	do	do	do.
680	Sexton William.....	8	.....	.....	Mother in Infirmary	do.
681	Sexton Richard.....	7	.....	.....	do	do.
682	Sherlock John	7	.....	.....	Not known	do.
683	Tall Samuel	13	Both .....	.....	.....	do.
684	Thomas Mary Ann	14	.....	.....	Father, Parramatta Asy- lum	do.
685	Thomas Punch Henry.....	12	.....	.....	Not known	do.
686	Taylor William George	9	.....	.....	Father in Gaol, New Zea- land	do.
687	Taprowsky Caspar	11	.....	Both .....	.....	do.
688	Taprowsky Harry	8	.....	do .....	.....	do.
689	Tester Caroline.....	10	.....	Mother	Not known	Not known.
690	Tyler Elizabeth.....	13	.....	.....	do	do.
691	Tyler William	10	.....	.....	do	do.
692	Tyler James	9	.....	.....	do	do.
693	Tuohill Mary Ann	12	.....	.....	Sydney	Clerk.
694	Tuohill Sarah	10	.....	.....	do	do.
695	Tuohill Lucy	8	.....	.....	do	do.
696	Tooke Ellen.....	8	.....	.....	Not known	Not known.
697	Twohig Dennis.....	7	.....	Mother	do	Plasterer.
698	Toogood William	9	.....	.....	Mother in Melbourne	Not known.
699	Todd William	12	.....	.....	Not known	Shepherd.
700	Todd David	9	.....	.....	do	do.
701	Taylor Reuben	11	.....	.....	Waterloo	Labourer.
702	Templeton Mary	10	.....	.....	Not known	Not known.
703	Templeton James.....	8	.....	.....	do	do.
704	Templeton Robert	6	.....	.....	do	do.
705	Tillidge William	12	.....	.....	Sydney Refuge	Clerk.
706	Tillidge Edward	11	.....	.....	do	do.
707	Thompson Martha	8	.....	Father	Albury Gaol	Not known.
708	Thompson Thomas	9	.....	do	do	do.
709	Thornebb Matilda	10	.....	.....	Not known	do.
710	Thornebb Elizabeth	8	.....	.....	do	do.
711	Thornebb Joseph	6	.....	.....	do	do.
712	Torrens Ellinor	8	.....	.....	Lunatic Asylum	do.
713	Torrens George.....	6	.....	.....	do	do.
714	Torrens David	4	.....	.....	do	do.
715	Tarrant Mary	7	.....	Mother	Tarriaro	Carter.
716	Tarrant Charlotte.....	5	.....	do	do	do.
717	Thornton Martin	5	.....	.....	Mother at Soup Kitchen	Father, labourer.
718	Turner Emma	9	.....	.....	Not known	do.
719	Turner Isaac.....	5	.....	.....	do	do.
720	Thompson Annie	5	.....	Father	Mother in Albury Gaol	Not known.
721	Torpey Mary	4	.....	.....	California	do.
722	Tynes Letitia	9	.....	.....	Mother, O'Connell-street	do.
723	Vivus Janet	9	.....	.....	do	do.
724	Vivus Robert	7	.....	.....	do	do.
725	Vivus Margaret	12	.....	.....	do	do.
726	Vincent William	10	.....	.....	do	do.

No.	Names of Children.	Age.	Dead.		Residence.	Employed.
			Both Parents.	Father or Mother.		
727	Wynn John Thomas	6	.....	.....	Redfern	Not known.
728	Wynn Rosanna	8	.....	.....	do	do.
729	Wilson William	6	.....	.....	Glenmore Road	do.
730	Webb Mary	6	.....	.....	Sydney	do.
731	Wright Richard	11	.....	.....	Waterloo	do.
732	Wright Percy	8	.....	.....	do	do.
733	Williams Timothy	13	.....	.....	Not known	do.
734	Whiteside Edmund	7	.....	.....	Fiji	do.
735	Wah Lee Ah Pet	7	.....	.....	George-street	Carpenter.
736	Wah Lee Alice	5	.....	.....	do	do.
737	Wilson Charles	8	.....	Mother	Not known	Not known.
738	Wilson David	7	.....	do	do	do.
739	Wilson Arthur	5	.....	do	do	do.
740	Wilson Johanna	8	.....	do	do	do.
741	Wilson Emily	5	.....	do	do	do.
742	Wallace Henrietta	7	.....	.....	Mother in Gaol	do.
743	Wallace Mary	5	.....	.....	do	do.
744	Wallace John	9	.....	.....	do	do.
745	Watson Sarah Jane	8	.....	.....	Mother, Campbell-street	do.
746	Watson Harriet	7	.....	.....	do	do.
747	Whitmarsh William	10	.....	.....	Mother, Double Bay	do.
748	Whitmarsh John	8	.....	.....	do	do.
749	Whitmarsh Hannah	7	.....	.....	do	do.
750	Whitmarsh Walter	5	.....	.....	do	do.
751	Wood Charles	5	.....	.....	Not known	do.
752	Wilson Elizabeth	11	.....	Mother	do	do.
753	Wilson Archibald	6	.....	do	do	do.
754	Wilson Samuel	5	.....	do	do	do.
755	Williams Ada	7	.....	Father	do	do.
756	White Joseph	8	.....	.....	In Infirmary	do.
757	White Richard	5	.....	.....	do	do.
758	Watson Matilda	13	Not known	Not known	Not known	do.
759	Watson Selina	11	.....	.....	do	do.
760	Wheeler Elizabeth	10	Not known	Not known	do	do.
761	Wheelan Thomas	12	.....	Father	Benevolent Asylum	do.
762	Wright Edward	13	.....	Mother	Not known	do.
763	Wheelan Catherine	12	.....	Father	Hyde Park Asylum	do.
764	Ward Matthew	12	Both	.....	.....	.....
765	Wright Henry	13	.....	Mother	Not known	do.
766	White Annie	9	.....	.....	do	do.
767	Wright Sarah	11	.....	Mother	do	do.
768	Walker Elizabeth	12	.....	.....	do	do.
769	Wagdon Mary Ann	9	.....	.....	Mother, Benevt. Asylum	do.
770	Wright Mary	11	.....	.....	312, Liverpool-street	do.
771	Wicherly George	11	.....	.....	Not known	do.
772	White Matilda	12	.....	.....	Bathurst-street	Labourer.
773	Wallis Thomas	11	.....	Mother	Paddington	Dealer.
774	Wallis Joseph	8	.....	do	do	do.
775	Williamson Ann	10	.....	.....	Grenfell	Hawker.
776	Willoughby William	10	.....	Father	Not known	Not known.
777	Willoughby Charles	12	.....	do	do	do.
778	Walsh Elizabeth	11	.....	Mother	do	do.
779	Williams Mary Ann	12	.....	.....	Pymont	do.
780	Williams Louisa	10	.....	.....	do	do.
781	Williams George	12	.....	.....	do	do.
782	Williams Henry	7	.....	.....	do	do.
783	Warren James	12	.....	Mother	North Shore	Gardener.
784	Willoughby Catherine	7	.....	Father	Not known	Not known.
785	Williams Frances	10	.....	.....	Mother, Glebe	do.
786	Williams Charles	9	.....	.....	do	do.
787	Warren Edward	8	.....	Mother	Not known	do.
788	Wagner Arthur	8	.....	.....	do	do.
789	Young John	10	.....	.....	do	do.

January 16, 1873.

GEORGE F. WISE,
Honorary Secretary.

Nautical School Ship "Vernon."

THE COMMANDER AND SUPERINTENDENT OF NAUTICAL SCHOOL SHIP "VERNON" TO THE PRINCIPAL UNDER SECRETARY.

N. S. S. "Vernon,"
20 December, 1872.

SIR,

In compliance with your letter of the 14th instant, L.A. 72/11/157, I have the honor to furnish the enclosed return of the number, names, and ages of the children now on board this ship, specifying, in each instance, whether—(1) both parents, (2) father or mother only, are dead; the residence and employment of surviving parent, and showing the fees contributed towards their support.

I have, &c.,
J. S. V. MEIN.

RETURN showing the Number, Names, Ages, and particulars of Parentage of Boys on board the Nautical School Ship "Vernon."

No.	Names.	Ages.	Parentage.	Residence.	Employment.	Private Contributions.
		yrs. mos.				£ s. d.
1	Antill John	10 9	Parents living	Balmain	Indigent circumstances	.....
2	Albion George	11	Father dead	Mother, Hunter River District	Prostitute	.....
3	Anderson Thomas	13	Parents living	Redfern	Father, boiler-maker	.....
4	Brown Thomas	12	Father dead, mother married again, and separated from husband.	Foster-street	Stepfather, Government boatman.	.....
5	Bethel Thomas	15	Parents living	Not known	Father sometimes works at printing-office.	.....
6	Baldwin Claude	13	Parents living, separated	Mother at Goulburn, father not known.	Mother, dressmaker	.....
7	Bulger Thomas	11	Parents living	Goulburn	Father, labourer, unable to support.	.....
8	Bellinghame James	13 8	Parents dead	.....	.....	.....
9	Bagley Benjamin	12	Father dead	Sussex-court	Mother, washerwoman	.....
10	Bartley John	10	do	Mother at Panbula	Weak intellect	.....
11	Boyd William	10 6	do	Mother at Major's Creek	Unknown	.....
12	Boyd Dean	6	do	do do	do	.....
13	Bird Samuel	11	Parents dead	.....	.....	.....
14	Bruce Robert	11 3	Parents living	Not known	Father, carpenter (both drunkards).	.....
15	Cleary John	11	Parents dead	.....	.....	.....
16	Challoner William	9 6	Parents living	Unknown	Father deserted; mother, a vagrant.	.....
17	Connors Edward	9 5	Parents living, sick	Father sick, at Snowy River	Father nearly blind; mother in Hospital.	.....
18	Connors Alfred	7 5	do	do do	do do	.....
19	Cole John	14	Father dead	Mother at Little River, Braided-wood.	Of very bad repute	.....
20	Carey Henry	12	Mother dead	Father Athlone Place	Hawker	.....
21	Collier Richard	13	Parents living	Father in Gaol, mother at Woolloomooloo.	Mother, washerwoman	.....
22	Cassidy John	15	Mother dead	Father unknown	Labourer	.....
23	Cook Francis	3	.....	Father unknown, mother at Wagga Wagga.	Destitute	.....
24	Cook William	7	Mother dead	Brother of above	Different shade of colour	.....
25	Cook George	5	do	do do	do do	.....
26	Clarke Henry	12	Parents living	Hunter-street	Father a stationer	.....
27	Campbell Patrick	15	Parents dead	.....	.....	.....
28	Denison Henry	15	Parents living	Dixon's Swamp, Albury	Farmers, poor	.....
29	Donnelly Absalom	8 6	Parents living, drunkards	Tunut	Father tin-plate worker; father ill, mother nearly blind.	.....
30	Doherty Charles	14	Father dead	Mother at Warialda	Washerwoman	.....
31	Donnelly John	12	Parents living, drunkards	Tunut	Father tin-plate worker; parents in ill health.	.....
32	Downs Alfred	9	Parents dead	.....	.....	.....
33	Davis John	14	Parents living	Redfern	Father a dealer	.....
34	Donovan James	10 6	do	Newcastle	Father a labourer	.....
35	Edwards George	12	Mother dead	Gloucester-street	Father, upholsterer; child illegitimate.	.....
36	East John	11	Father dead	.....	Mother a vagrant	.....
37	East Thomas	12 4	do	do	do do	.....
38	Eckford Henry	8	Parents living	Unknown	Mother, prostitute; father a notorious thief.	.....
39	Foley Joel	10	Parents dead	.....	.....	.....
40	Firth John	10	Parents living	Tamworth	Father a sawyer	.....
41	Galloway James	15	do	Redfern	Father a carpenter	.....
42	Galloway John	14	do	do	do do	.....
43	Grahame Charles	16	do	Araluen	Father a sawyer	.....
44	Groom Joseph	15	do	Father at Shoalhaven, mother in Sydney.	Father a wheelwright	.....
45	Gould William	13	do	369, Castlereagh-street	Father a tailor	.....
46	Gabriel William	10 9	do	Moruya	Father of unsound mind; mother destitute; child illegitimate.	.....
47	Hand William	13 6	Mother dead	Father at Araluen	Labourer	.....
48	Hunter Henry	11 8	Father dead, mother married again.	Botany Road, Waterloo	do	.....
49	Hanley Clement	12 6	Parents alive	Bathurst	Father a tailor	.....
50	Hayes John	15	do	Palmer-street, Woolloomooloo	Father a printer	.....
51	Hill James	13	Father dead, mother married.	Goulburn	Boy illegitimate	.....
52	Hughes Francis	6	Father dead	Mother in Gaol, or was	.....	.....
53	Harris William	10 6	do	Mother at Newcastle, married again to a sailor.	.....	.....
54	Holland John	10 6	do	Armidale	Mother a prostitute	.....
55	Jackson Alexander	9 9	Parents alive	Harrington-street, Sydney	Father at sea	.....
56	Jupp William	12 6	Mother dead	Father at Mudgee	Woodcuter	.....
57	Jones Samuel	11	Parents alive	51, Holt-street	Father, labourer	3 4 0
58	Jenkins John	12	Parents dead	.....	.....	.....
59	King Thomas	16	Parents alive	Sydney-place	Father, Corporation labourer	.....
60	Lewis John	10	Father dead	Mother at Gulgong	Prostitute	.....
61	Lawling William	13 6	Parents alive, mother English, father Chinaman.	Tambaraora	Father, gold-digger	.....
62	Lawling Thomas	12	do	do	do do	.....
63	Long Martin	13	Parents deserted	Mother living with another man.	.....	.....
64	Liddle William	11	Parents alive	Balmain	Father at sea	3 17 6

No.	Names.	Ages.	Parentage.	Residence.	Employment.	Private Contributions.
65	Little John	11	Parents alive	Unknown	Drunkards	£ s. d.
66	Maloney Joseph	8	do	Father in Hospital, mother at Dixon-street.	Mother, needlewoman	.....
67	Mereweather Edward	10	Father dead	.....	Mother a prostitute	.....
68	Mahoney John	15 6	Parents alive	Albert-place, Crown-street	Father, labourer	.....
69	M'Dougil James	9 3	Father not known	Mother at Wagga Wagga	Prostitute	.....
70	Maddox Elijah	16 3	Parents alive	247, Pitt-street	Father a cook	.....
71	M'Mullin Edward	16	do	Sydney	Father a coach-painter, in ill health.	.....
72	Miller John	14	Father dead	Mother at North Shore	Unknown	.....
73	Murphy Daniel	11 10	Parents alive	Kent and Liverpool Streets	Father a pawnbroker	6 0 0
74	Michael Charles	13	Parents dead	.....	.....	.....
75	Murphy James	11 9	Parents alive	Yurong-street	Father a blacksmith	.....
76	M'Anley Aldinga	10 6	Parents dead	.....	.....	.....
77	Morrison Alexander	10 6	Mother dead	Father in Clarence-street	Timber-labourer	2 2 0
78	M'Guire Andrew	14 6	Parents alive	Namoi River	Father a shearer	.....
79	Mereweather Charles	7 6	Father dead	Mother in Gaol	.....	.....
80	Morris Victor	10	Parents alive	575, George-street	Father a shoemaker	.....
81	Nesbitt William	16	Father dead	Mother in Maitland	Warder	.....
82	Nelson Thomas	10	Parents dead	.....	.....	.....
83	Nelson John	8	do	.....	.....	.....
84	Olsen Frederick	11 7	Father dead, mother re-married.	63, Lower George-street	Dairy	.....
85	Olsen William	9 2	do do	do do	do	.....
86	O'Neil John	14	Father dead	Mother's address unknown	.....	.....
87	O'Connell James	6	Parents unknown	Supposed to be dead	.....	.....
88	Palmer John	12	Father dead	Mother at Moss-lane	Washerwoman	.....
89	Petersen Albert	11 6	Mother dead	.....	Father a sailor	.....
90	Rose Richard	12	do	Father, Judge-street	Labourer	.....
91	Spalding Owen	12	do	Father deserted	A pauper	.....
92	Spalding Edgar	10	Brother of above	do	do	.....
93	Spalding George	7	do	do	do	.....
94	Smith Sidney	11	Mother dead	Father a wanderer	Wood-splitter	.....
95	Smith William	16	Parents alive	Plymouth	Mother insane, father, letter-carrier.	.....
96	Smith Charles	12	do	Newtown	Father a sailor	2 0 0
97	Sodon Arthur	10	Parents deserted	Unknown	.....	.....
98	Seale John	14 9	Parents alive	Kent-street	Father paralytic, mother washerwoman.	.....
99	Sleigh John	12 2	Mother dead	Burrowa	Father, shepherd	.....
100	Stirling George	8	do	Father supposed inland	Cabinetmaker	.....
101	Taylor Andrew	12 2	do	Father deserted	.....	.....
102	Vickers Charles	11 10	Father dead	Mother in Elizabeth-street	Keeps a brothel	.....
103	Whitehead George	16	do	Mother deserted	.....	.....
104	Webb William	14	do	Mother at North Shore	Unknown	.....
105	Wright Walter	10	Father deserted	Mother at Araluen	Destitute	.....
106	Winsor Abraham	11 10	Father dead	Mother at Parramatta	Keeps a brothel	.....
107	Young Thomas	12 6	Parents alive	193, Victoria-street	Copying-clerk	.....
108	Zanoni Alberto	7 5	Mother alive	Hunter River District	Prostitute	.....

N. S. S. "Vernon,"
19 Dec., 1872.

Industrial School, Biloela.

THE SUPERINTENDENT OF THE INDUSTRIAL SCHOOL FOR GIRLS, BILOELA, TO THE PRINCIPAL UNDER SECRETARY.

Industrial School for Girls,
Biloela, 16 January, 1873.

SIR,

In reply to your letter of the 14th December last, calling upon me to furnish the Honorable the Colonial Secretary with a Return of the girls in the Institution under my superintendence,—I have the honor herewith to enclose a Return, showing the number of girls, whether both parents living, or only father, or mother alive, parents' residence, and their employment. The particulars of these children are not always procurable, as many of them are without any history of their parentage.

I beg respectfully to say that no fee or contribution is paid by any of the friends or parents of children now in the Institution.

I have, &c.,
GEORGE LUCAS,
Superintendent.

INDUSTRIAL SCHOOL FOR GIRLS, BILOELA, 1873.

RETURN showing the number of Girls in the Institution; whether Parents living or dead, their residence, and employment.

No.	Names.	Ages.	Whether both Parents living	Father.	Mother.	Residence of Parents.	Employment of Parents.	Remarks.
1	Janet Boyd	15	Both alive	.....	.....	Kent-street, Sydney	Father, dealer	.....
2	Mary Boyd	8	.....	Dead	Alive	.....	.....	No particulars furnished.
3	Mary White	10	.....	.....	.....	.....	.....	do
4	Jane Winsor	14	.....	Dead	Alive	Parramatta	.....	do
5	Esther Hobbs	12	Both alive	.....	.....	Braidwood	.....	do
6	Elizabeth Leach	16	.....	Dead	Alive	Canterbury	Mother, washerwoman	.....
7	Mary Casher	13	.....	do	do	Penrith	do needlewoman.	.....
8	Annie Dooley	16	.....	do	do	No. 8 Adelaide-street	Father, quarryman.	.....
9	Annie Buckley	15	.....	do	do	Goulburn-st., Sydney	Washerwoman.	.....
10	Betsy Dangar	14	.....	do	do	.....	.....	No particulars furnished.
11	Teresa Wagner	15	Both alive	.....	.....	Clarence-street, Sydney	Father, gardener.	.....
12	Elizabeth Sharkey	16	.....	.....	.....	.....	.....	Neither father or mother alive.

No.	Names.	Agcs.	Whether both Parents living	Father.	Mother.	Residence of Parents.	Employment of Parents.	Remarks.
13	Elizabeth King or Badcock.	16	.....	Dead..	Alive ..	Sydney.		
14	Sarah Ann Brown	14	Both alive ..	.....	.....	Sydney.		
15	Jane Davis	14	do	.....	.....	
16	Sarah Littlewood	15	do	.....	.....	Woolloomooloo, Sydney	Greengrocers.	
17	Catherine Emma Mullins.	9	.....	.....	.....			No particulars furnished.
18	Maude Smith	5	Both alive ..	.....	.....	Father in Gaol, mother in Hospital.		
19	Elizabeth Donohoue ..	16	do	.....	.....	Sydney		Father paralyzed.
20	Phebe Wylie	14	.....	Dead..	Alive ..	Farramatta		
21	Eliza Myles	14	Both alive ..	.....	.....	Brisbane Water	Wood-splitter.....	
22	Annie Rodham	15	do	.....	.....			Mother living with another man; has two children by him.
23	Henrietta Mitchell	11	do	.....	.....	Father destitute		Mother in Gaol.
24	Caroline Regan	13	.....	.....	.....			No particulars furnished.
25	Rosanna Tout	14	Both alive ..	.....	.....			Father unknown, mother prostitute.
26	Ellen Louis.....	11	.....	.....	.....			Father supposed to be a European, mother aboriginal.
27	Annie Harper	15	Both alive ..	.....	.....			Father away.
28	Kate Hudson.....	15	.....	Dead..	Alive ..			Mother prostitute.
29	Louisa. Surname unknown.	6	.....	.....	.....			No particulars furnished.
30	Elizabeth Eddington ..	14	.....	Alive ..	Dead..	Darling River	Shoemaker.	
31	Caroline Blenman	16	.....	Dead..	Alive ..	Mary-street, Sydney.		
32	Mary Ann Price	9	do	do	do			
33	Anna Smith	9	.....	Alive ..	Dead..			Mother, prostitute.
34	Margaret Hughes	8	.....	Dead..	Alive ..	Mother in Gaol.		
35	Sarah Ann Kulan	9	.....	.....	.....			No particulars furnished.
36	Elizabeth Berry	11	.....	Dead..	Alive ..	Mother in Gaol.		
37	Margaret Donavon	11	.....	do	do			Mother, bad character.
38	Esther Hall	17	.....	.....	.....			Parents not known.
39	Alice Lear	12	.....	Dead..	Alive ..	Mother in Gaol.		
40	Emma Maxted	11	.....	Alive ..	.....			No particulars furnished.
41	Elizabeth Walker	10	.....	Dead..	Alive ..			Mother living with another man.
42	Margaret Witty	10	.....	do	do	Mother in Gaol.		
43	Sarah Howard	15	Both alive ..	.....	.....	Bathurst.....		No particulars furnished.
44	Emma Howard	12	do	.....	.....	do		do.
45	Lucy Howard	12	do	.....	.....	do		do.
46	Mary Ann Firth	12	.....	Dead..	Alive ..			do.
47	Jane Firth	8	.....	do	do			do.
48	Ellen Firth	6	.....	do	do			do.
49	Ellen Stanton	8	Both alive ..	.....	.....	Father in Gaol; mother a drunkard.		
50	Caroline Stanton	8	do	.....	.....	do.		
51	Susan Stanton	6	do	.....	.....	do.		
52	Litty Salonie	8	.....	Dead..	Alive ..			
53	Leona Salonie	6	.....	do	do			
54	Sarah de Martini.....	12	Both alive ..	.....	.....			Father away; mother's occupation unknown.
55	Pasquiline de Martini...	10	do	.....	.....			do.
56	Elizabeth Tomaslin.....	14	Both alive ..	.....	.....	Mother in Gaol.		
57	Margaret Tomaslin.....	7	do	.....	.....	do.		
58	Lucy Tomaslin	11	do	.....	.....	do.		
59	Elizabeth Lewis	8	.....	.....	.....			No particulars furnished.
60	Agnes Lewis	5	.....	.....	.....			do.
61	Bridget Monaghan	11	.....	Alive ..	Dead..	Father in Gaol		Father tried for rape on his children.
62	Annie Monaghan.....	14	.....	do	do	do.		
63	Annie Tucker	9	Both alive ..	.....	.....	Father and mother in Maitland Gaol.		
64	Mary Jane Tucker	10	do	.....	.....	do.		
65	Ellen Lewis	6	.....	.....	.....			No particulars furnished.
66	Kate Lewis.....	8	.....	.....	.....			do.
67	Eliza M'Kneish	11	.....	.....	Alive ..			Mother, prostitute.
68	Sarah M'Kneish	10	.....	.....	.....			do.
69	Martha Solomon	9	Both alive ..	.....	.....			Father destitute, mother absconded.
70	Ada Solomon.....	11	do	.....	.....			do.
71	Alice Grey	12	Both alive ..	.....	.....	Mother in Maitland Gaol.		
72	Mary Hornback	4	.....	.....	Alive ..			Father unknown; mother, prostitute.
73	Elizabeth Cook	10	.....	.....	.....			No particulars furnished.
74	Sarah Osborne	11	.....	.....	.....			do.
75	Charlotte Angus	14	Both alive ..	.....	.....			do.
76	Mary Ann Bathgate ..	11	do	.....	.....		Father, shoemaker.	
77	Clara Andrews	12	do	.....	.....	Father imbecile in Hospital, Newcastle.		Mother, prostitute.

Industrial School for Girls,
Biloela, 14 January, 1873.

GEORGE LUCAS,
Superintendent.

REFORMATORY SCHOOL FOR GIRLS, BILOELA, 1873.

RETURN showing the number of Girls in the Institution; whether Parents living or dead, their residence, and employment.

No.	Names.	Agcs.	Whether both Parents living	Father.	Mother.	Residence of Parents.	Employment of Parents.	Remarks.
1	Jane Taylor	13	.....	.....	.....			Neither father or mother alive.
2	Louisa Bellinger	12	Both alive ..	.....	.....	Newcastle		No particulars furnished.
3	Elizabeth Philips	14	.....	Dead..	Alive..			Mother, large family, unable to support her.
4	Emelie Mary Peters ..	11	.....	Alive..	Dead..			Adopted child of Mr. Payne, Chemist, King-st., Sydney

Reformatory School for Girls, Biloela,
14 January, 1873.

GEORGE LUCAS,
Superintendent.

1872-3.

NEW SOUTH WALES.

HOSPITAL FOR THE INSANE, GLADESVILLE.

(REPORT FOR THE YEAR 1872.)

Presented to both Houses of Parliament, by Command.

THE MEDICAL SUPERINTENDENT OF THE HOSPITAL FOR THE INSANE, GLADESVILLE, TO THE COLONIAL SECRETARY.

Hospital for the Insane, Gladesville,
10 March, 1873.

SIR,

I have the honor to present to you a Report on the general condition and progress of the Institution under my superintendence during the year 1872, with an Appendix of Statistical Tables.

The number of patients in Hospital on December 31st, 1871, was 485, of whom 229 were males and 256 females.

The admissions during the year were 164 males and 104 females—a total of 268. Of this number, 219 were admitted for the first time, and 49 had been at some previous time under treatment.

The total number under care during the year was 753—393 males and 360 females, and the average daily number resident was 487.

The number discharged during the year was 241, of whom 119 had recovered, 15 were relieved, and 107 were transferred to other Institutions for the Insane as not improved.

The deaths were 38—29 males and 9 females; and the total number of patients discharged and died during the year was 279.

The number of patients in Hospital on December 31st, 1872, was 474—of whom 215 were males and 259 females.

These figures are set forth in a tabular form in the Appendix (Table I).

The number of admissions (268) has been greater than in any previous year in the history of the Institution, with the exception of the year 1871, when the number was 277. Of these, however, 12 had been temporarily absent from the Hospital, and had been accommodated in another Institution for the Insane, so that the admissions during 1872, considered apart from the exigencies of statistics, are really in excess of those for any previous year.

The character of the cases has not been markedly different from those admitted in previous years. The number of chronic cases has been large; and the cases of imbecility, dementia, and insanity due to or complicated by epilepsy, have been somewhat more numerous than in former years. The main cause of increase appears to be due to the increase of population, bringing with it its ordinary ratio of insane persons. The mining excitement of the past year does not appear as yet to have in any marked degree been the producer of insanity. I have not been able to trace more than two out of the total number of admissions directly to this cause.

The number of readmissions (49) is a large one, and demands some explanation. It is necessary, in the first place, to state that this number includes not only the cases discharged as recovered, and who were readmitted, therefore owing to a relapse, but those also discharged to the care of friends, as still of unsound mind, and for whom readmission was sought, owing in some cases to the death, or a change in the circumstances of those having charge of them; and in others, to an exacerbation of their mental symptoms, rendering Hospital treatment and care again necessary. Of these cases 13 were readmitted during the year; and I may remark, in this connection, that the Lunacy Statutes of New South Wales do not allow absence from the Hospital on trial, as is the case in Great Britain, in Victoria, and in other Colonies, so that every case must be absolutely discharged, and if found to be unsuited for home life, can be readmitted only after further medical certificates and warrant are obtained.

It must be remembered, also, that the older the Institution, the greater as a rule will be the proportion of readmissions; the total being drawn from the numbers discharged during every year since the opening of the Institution. This Hospital has during the past year entered on its thirty-fourth year, and one patient was readmitted who had been absent therefrom for the long period of thirty-one years. The average time of absence in the cases readmitted was three years and eight months. The special causes which render patients more liable to relapse in this Country are referred to in former Reports.

Condition of patients on admission.

I have again, as in former years, to notice the satisfactory bodily condition in which the patients have as a rule reached me. Many were thin, worn, and ill; some in a state of excitement, and not a few infirm and helpless; but the large majority were free from marks of bruise or other injury, and clean; a condition which is most creditable to the officers of the Police charged with their escort, and to the staff of the Gaols and Reception House.

From the Return, Appendix A, it will be seen that a total number of 194 cases have been sent to the Reception House during the year, of whom 173 have been forwarded to this Institution.

Recoveries.

The number discharged during the year as recovered was 119, a percentage on the admissions of 44.44. With this result, in comparison with the returns from other Institutions for the Insane in Great Britain* and the Colonies, I have reason to feel satisfied, especially as few cases reach the Hospital in their acute stage, except from the Metropolitan District, and as the milder cases are discharged from the Gaols and the Reception House. From the latter alone 12 cases were discharged as recovered during the past year. From a more extended point of view, however, the results of all Hospital treatment, as applied to affections of the brain, is infinitely saddening. In upwards of 50 per cent. of the total number admitted, a general amelioration of the symptoms is all that is effected—relief, not recovery.

The number discharged to the care of friends during the year was 15.

Of the 107 patients discharged as “not improved,” 68 were transferred to the Lunatic Asylum, Parramatta, 29 to the Asylum for Imbeciles, &c., Newcastle, and 10 to the Licensed House for Lunatics at Cook’s River. The large majority, when transferred, were in such a mental condition that they could be allowed to sleep in associated dormitories.

Deaths.

The number of deaths during the year was 38, a percentage of 7.80 on the average number resident. As in former years, the death-rate among the males has far exceeded that among the females; the former showing a percentage of 12.55, the latter of 3.51 only.

The causes of death are shown in the Appendix, Table 5. One sudden death from apoplexy was the subject of inquiry before the Coroner for the District, as was also a lamentable case of suicide, which has been already reported to you.

Among the patients who died was the “oldest inhabitant.” He was admitted at the opening of the Institution, having been transferred from the old Liverpool Asylum, and succumbed to cancer of the liver, after a residence of upwards of thirty-three years.

The number remaining in Hospital on December 31st, 1872 (474), was less than at the same date of the previous year; but this was owing to a number having been recently transferred to the Lunatic Asylum at Parramatta, and represents no permanent diminution of numbers, which have already, at the time I write, risen to 504.

General health of inmates.

The general health of the inmates has been on the whole satisfactory; but a form of purpura, due mainly to sleeping in a vitiated atmosphere, one of the results of the overcrowded condition of the Institution, has been constantly seen in the wards. The dread of an invasion of small-pox made me think revaccination necessary, and permission having been obtained, the whole of the patients in the male division, and all such as could not show cicatrices of prior vaccination in the female division, were vaccinated by Dr. Joseph.†

A case of scarlet fever, and a case of anomalous eruption, which so much resembled small-pox as to cause considerable alarm, were isolated from the commencement, and no further cases occurred.

The accidents during the year have, with two exceptions, been of a very trivial character. A female patient fractured both legs by jumping from a window, but made an excellent recovery, and a male patient fractured one of the bones of his leg in an epileptic fit during the night.

Alterations and improvements.

Various minor alterations and improvements have been effected, but the crying wants of the institution—new kitchen, laundry, and store-rooms—still remain unfulfilled. The Hospital is without any means whatever of extinguishing fire, although engines, &c., have been several times asked for. The frightful consequences of a fire in an Institution of this character, are an ever-present thought to those in charge, and harrowing accounts of two fires in similar Institutions in America, during the past year, have not tended to allay anxiety on this head.

Efforts have been made, by planting, turfing, and by the addition of extra furniture and minor articles of ornament, to make the yards and rooms more homely and cheerful; and it is a matter of note that instances of wilful destruction have been few and infrequent. I fully agree with my friend Dr. Needham,‡ that acts of destruction often “depend on the absence of things worth preserving, and the surest method of making insane persons destructive is to lower their surroundings to the level of their apparent mental condition”; and I am satisfied with him that “the influence of furniture and general surroundings is not yet sufficiently appreciated in reference to insane persons; that they are really important elements of cure, and that the insane man is too often a man de-civilized, and to him the various processes of civilization have again to be applied.”

The vineyard which was planted four years ago bore well this year, the oidium having been checked by repeated applications of sulphur. The garden is becoming more productive, and a return showing the amount of garden produce during the year is given in Appendix B.

An

* The percentage of recoveries for the United Kingdom in 1871, excluding the transfers from the admissions, was 40. The percentage in English Asylums, including transfers, was 33.87.

† Dr. Joseph reports:—“I have vaccinated 214 males and 15 females, making a total of 229. In no case was vaccine lymph transferred from patient to patient, but a continuous supply was obtained by the vaccination of upwards of 50 persons, 45 of whom were young children, residing in the neighbourhood of the Hospital. No serious after-effects were observed. Of the 229 cases, 174 were successful, and 55 failed. The following is an Analysis of the cases:—

“Males	214	{	167 previously vaccinated	{	132 successful.
			47 unvaccinated	{	45 unsuccessful.
“Females.....	15	Unvaccinated		{	30 successful.
				{	17 unsuccessful.
				{	12 successful.
				{	3 unsuccessful.

Only those females were vaccinated who had not been previously subjected to the operation, as by the time vaccination in the female division was commenced the fear of an epidemic of small-pox had in great measure subsided.”

‡ Reports on the York Lunatic Hospital, 1870 and 1871, by Fredk. Needham, M.D., Medical Superintendent.

An additional fowl-yard has been made, and the pig-sties have been enlarged and improved.

The total number of insane persons, including idiots, under official cognizance in the Colony, on December 31st, 1872, was 1,440, and their distribution was as follows:—

	Males.	Females.	Total	Number of insane person in the Colony, and proportion to population.
Hospital for the Insane, Gladesville	215	259	474	
Lunatic Asylum, Parramatta	Free ...	205	710	
	Convict...	33	7	40*
	Criminal .	36	3	39†
Asylum for Imbeciles, Newcastle	102	33	135	
Licensed House for Lunatics, Cook's River	3	39	42‡	
	894	546	1,440	
Total number on December 31st, 1871... ..	879	508	1,387	
Increase during the year 1872	15	38	53	

No statement approaching to accuracy can be made in regard to the number of persons of unsound mind in the Colony living with friends and supported from private resources.

The increase in numbers during the year is not accurately represented by the above figures, as seventeen persons formerly maintained in the Lunatic Asylum, Parramatta, as "invalids" have been placed under lunacy certificates, and the invalid establishment abolished. All these had been of unsound mind for years, and the real increase in numbers is therefore 36.

The estimated population of the Colony on December 31, 1872, was 295,680 males and 243,510 females, making a total of 539,190. The number of insane persons, as above stated, at the same date, was 1,440. The proportion to population was therefore 1 in every 374: the proportion of insane males to the male population being 1 in 330, and the proportion of insane females to the female population 1 in 446. There is no reason, however, to think that insanity is much more prevalent among males than females in the Colony. The disparity in numbers is largely due to the fact that for many years the male population was greatly in excess of the female, and that during this period there was a larger accumulation of chronic and incurable cases of the male sex.

It is interesting to note that the proportion of insane persons to the population has not increased during the year, even though the "invalids," who might long since have been reckoned among the insane, have this year swelled the total number. So far as I can ascertain, this is the first year for a long period, if not since the foundation of the Colony, in which the proportion has not increased, although the increment has during the past four years been small.

The proportion is below that in the United Kingdom, which was, on December 31, 1871, 1 in every 350.

The increase of population in the Colony during the last three years has been, according to the Registrar General's returns, about 20,000 per annum, and there is every probability that the amount will steadily increase. The given ratio of insane persons in every civilized country, where accurate statistics have been obtained, appears to approximate to 1 in 350. The ratio existing at present in this Colony, as above stated, is 1 in 374. With mere increase of population, therefore, the total number of insane is likely to increase at the rate of fifty-seven per annum, and provision for their accommodation must be a matter of most serious consideration to every one interested in their welfare or charged with their care. The Lunatic Asylum at Parramatta now contains the fullest number which can be safely packed within its walls. The Asylum for Imbeciles at Newcastle has already twenty in excess of the number for whom there is proper accommodation, and in this Institution, calculated to hold only 400, there are at this time 504.

The need for further accommodation is most urgent, and I would beg to invite to this subject your serious attention.

Every effort has been made to relieve the monotony of hospital life, and to promote the recovery of the patients by amusements of various kinds. I am deeply indebted to neighbours and friends for assistance in this respect.

Captain Middleton, Mr. Labertouche, and a number of other gentlemen, gave early in the year an amateur theatrical performance, which was in all respects a success. The Australian Christy Minstrels, under the direction of Mr. Humfress, gave an excellent Ethiopian entertainment. Mr. H. G. Benson and Mr. Webster gave an entertainment consisting of ventriloquism, sleight of hand, the Davenport rope trick, with comic and character songs. Mr. Frank Sewell arranged a concert, at which Miss Wiseman, Mrs. and Miss Caldwell, Mr. and Mrs. Jackson, and Mr. Andrew Fairfax, most kindly assisted; and Mr. Beaver exhibited a number of pictures by the help of the magic lantern.

Mrs. Isler has again allowed the use of a paddock for the purpose of cricket and other out-door amusements, and Mr. C. E. Jeannerett most kindly placed a steamer at my disposal, free of all expense, on the occasion of the annual picnic.

The Director of the Botanic Gardens has, as in former years, given me a number of shrubs and plants for the grounds of the Institution.

The fortnightly dances, commenced last year, were continued throughout the winter months. Cricket is always attractive, and there have been few fine days throughout the summer on which a number of patients have not enjoyed the game. The annual picnic to Clontarf took place on November 7th, and a party of nearly 250, including patients, attendants, children, and visitors, appeared thoroughly to enjoy themselves.

The religious services (Protestant and Catholic) have been conducted with the utmost regularity, and with the best possible effect on the minds of the patients. Attendance is purely voluntary, and there is always a large and attentive congregation. The Chaplains have been prompt in their attendance when called to any case of urgent sickness, and their ordinary visits have been sufficiently frequent. I believe that the religious services and the ministrations of the Chaplains have been most useful to the patients, and I should regard their discontinuance as a real calamity.

The

* British convicts still at the charge of the Imperial Treasury.

† Confined under Criminal Lunacy Act, 24 Vic. No. 19. New South Wales.

‡ 32 of these are maintained at the public expense.

Donations, &c.

The proprietors of the following newspapers,—The Social Reformer, the Burrangong Argus, Bathurst Free Press, Bathurst Times, Clarence and Richmond Examiner, Dubbo Dispatch, Deniliquin Chronicle, Goulburn Herald and Chronicle, Grafton Observer, Illawarra Mercury, Kiama Independent, Maitland Mercury, Macleay Herald, Monaro Mercury, Mudgee Advertiser, Newcastle Chronicle, Queanbeyan Age, Southern Argus (Goulburn), Wagga Wagga Express, Wagga Wagga Advertiser, Western Examiner (Orange), Western Post, Yass Courier,—have forwarded, free of all charge, and with the greatest punctuality, a copy of every issue throughout the year. My best thanks are due on behalf of the many patients who have benefited by this disinterested kindness.

Early in the year I received the sum of £50 from the Executors and Trustees of the late Mr. Mark Hillas, being a sum bequeathed to me as Superintendent of the Hospital. Owing to the kind suggestion of a friend, the bequest was made for the amusement of the patients, and was to be expended at my discretion. I at once sent to England for two good magic lanterns, with all necessary fittings, and a number of slides. These have arrived, and have several times been used for the purpose of entertainment, with excellent effect. I have received, and very thankfully acknowledge, the following special donations:—Mrs. Darvall, £5 (to be expended for the benefit of the patients), two handsome sunlight-burners and reflectors for the amusement-room, and two loads of fruit; Mrs. and Miss W., £5 (to be expended for the amusement of the patients), illustrated cards, pictures, dolls, &c., &c.; Mr. C. Wilson, 2 guineas (to be expended in amusements), and copies of the Sydney Mail (every issue); the Revd. Edward Probert, £2 (to be expended in amusements); Mr. F. Salter, 12 Bramah fowls, illustrated papers, &c., (several donations); Messrs. J. Fairfax & Sons, magazines, &c., &c. (a large number); Mrs. Barton, a fine collection of plants and shrubs, a cover for the communion table, books, &c.; Mr. Justice Hargrave, illustrated newspapers; Mr. W. Buchanan, Post Office, Sydney, ten large bags of newspapers; Union Club, illustrated and other papers (monthly donation); Mr. Edward Smith, illustrated papers and magazines (monthly donation); Mr. J. G. Ross, illustrated and other papers; Mrs. A. Cummins, two bundles Illustrated London News; Mr. C. J. Manning, illustrated papers; Mr. Stanger Leathes, London Punch, four years, and Illustrated London News, three years, complete; Mr. Allen, books, magazines, &c.; Mr. Cohen, illustrated papers; Mr. Ede Manning, illustrated papers; Mrs. R. Stewart, illustrated papers; Mr. C. W. Gardiner, illustrated papers; Mr. J. Hazeland, magpies and butcher bird; Mr. Edward Gerrard, wallaby; Mr. Wrigley, Newcastle, native bear; Mr. Silas Sheather, water hen; Anonymous, three guinea pigs, and several packages of illustrated and other papers.

Some changes in the staff have occurred during the year. Mr. Morrison Knight, the Assistant Medical Officer, died at the Hospital, to many of the inmates of which his kindly disposition had greatly endeared him, after a long and painful illness; and Mr. Henry W. Statham resigned his appointment as Assistant Superintendent. The vacancies thus caused have been filled entirely to my satisfaction. From Dr. Morgan Joseph I have received the most cordial co-operation; and it is a duty and a pleasure to state that I have never seen the Institution in better order than when I relieved him of its charge, after an absence from duty of nearly a month. I wish especially to acknowledge the services of the Matron, who has during the past year completed her twenty-fifth year in the Institution. Her mature judgment, her constant care, and her unvarying kindness, have relieved me of much anxiety; and it is to her that the creditable condition of the female division of the Hospital is mainly due.

The attendants, nurses, and servants have, as a rule, performed their duties most satisfactorily, and have rendered willing and efficient assistance in carrying out the great objects of the Institution.

I have the honor to be,

Sir,

Your most obedient servant,

F. NOBTON MANNING, M.D.,
Medical Superintendent.

APPENDIX.

THE Tables in this Appendix consist of,—(1st) those recommended by the Medico-Psychological Association for general use in Institutions for the Insane, and approved by the English Commissioners in Lunacy; (2nd) those having a domestic character, or a more immediately local interest. The revised series of statistical tables, recommended by the Medico-Psychological Association, and which have been already adopted in most of the English and Scottish, and in some Colonial Institutions, are ten in number. They are confined to medical statistics, and include the main and more important facts required for statistical comparison.

Table I gives the number 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 remained 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.

Table VII shows the duration of the disorder on admission, in the admissions, discharges, and deaths of each year, according to the four classes recommended by Dr. Thurnam in his work on the Statistics of Insanity.

Table VIII shows the ages of the admissions, discharges, and deaths of each year, in quinquennial periods.

Table IX shows the condition, in reference to marriage, of the admissions, discharges, and deaths of the year.

Table X shows the causes, apparent or assigned, of the disorder, in the admissions, discharges, and deaths of the year.

As stated in my Report for the year 1869, in which the first six of the tables were given, it has been found impossible, owing to the form in which the records of this Institution have been kept, to make the returns retrospective, without an amount of labour altogether out of proportion to the value of the result; the statistics therefore commence with the year 1869.

TABLE I.—Showing the admissions, discharges, and deaths, during the year 1872.

	Male.	Female.	Total.
In the Hospital on 31st December, 1871	229	256	485
	Male.	Female.	Total.
Admitted for the first time during the year	141	78	219
Readmitted during the year	23	26	49
	164	104	268
Total under care during the year	393	360	753
Discharged or removed—			
Recovered	70	49	119
Relieved	11	4	15
Not improved.....	68	39	107
Died	29	9	38
Total discharged and died during the year	178	101	279
Remaining in Hospital, December 31st, 1872	215	259	474
Average numbers resident during the year	231	256	487

TABLE II.—Showing the admissions, readmissions, and discharges, from 1st January, 1869, to 31st December, 1872.

	Male.	Female.	Total.
Admitted during the period of four years.....	520	266	786
Re-admissions	90	84	174
Total admissions	610	350	960
	Male.	Female.	Total.
Discharged or removed—			
Recovered	220	156	376
Relieved	44	23	67
Not improved.....	425	120	545
Died	134	28	162
Total discharged and died during the four years	823	327	1,150
Remaining, 31st December, 1872	215	259	474
Average numbers resident during the four years	298	238	536

TABLE III.—Showing the admissions, discharges, and deaths, with the mean annual mortality, and proportions of recoveries per cent., since the 1st January, 1869.

Year.	Admitted.			Discharged.									Died.	Remaining on 31st Dec. in each year.	Average number resident.	Percentage of recoveries on admissions.			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.	Total.	Male.	Female.	Total.			
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
1870	131	66	197	41	35	76	7	3	10	233	1	234	25	4	29	254	246	500	262	231	493	31.29	53.03	38.57	9.54	1.73	5.88
1871	172	105	277	53	40	93	6	7	13	111	40	151	27	8	35	229	256	485	265	248	513	30.80	38.01	33.57	10.18	3.22	6.82
1872	164	104	268	70	49	119	11	4	15	68	39	107	29	9	38	215	259	474	231	256	487	42.68	47.11	44.44	12.55	3.51	7.80

TABLE IV.—Showing the history of the annual admissions, from 1st January, 1869, with the discharges and deaths, and the numbers of each year remaining on the 31st December, 1872.

Year.	Admitted.					Of each year's admissions discharged and died in 1872.												Total discharged and died of each year's admissions to 31st December, 1872.												Remaining of each year's admissions, 31 Dec., 1872		
	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	2	1	3	...	1	1	5	3	8	2	...	2	43	29	72	17	7	24	48	20	68	26	3	29	9	16	25
1870 ...	116	50	15	16	197	4	4	8	2	...	2	4	...	4	...	1	1	45	36	81	5	1	6	54	9	63	19	3	22	8	17	25
1871 ...	143	79	29	26	277	28	23	51	5	1	6	14	7	21	6	2	8	63	45	108	6	3	9	48	11	59	17	5	22	38	41	79
1872 ...	141	78	23	26	268	34	21	55	4	2	6	29	12	41	16	4	20	34	21	55	4	2	6	29	12	41	16	4	20	81	65	146
Total...	520	266	90	84	960	68	49	117	11	4	15	52	22	74	24	7	31	185	131	316	32	13	45	179	52	231	78	15	93	136	139	275

SUMMARY OF THE TOTAL ADMISSIONS, 1869-70-71-72.

	Male.	Female.	Both Sexes.
Percentage of cases recovered	30.32	37.43	32.91
„ relieved	5.24	3.71	4.68
„ not improved	29.34	14.86	24.07
„ dead	12.80	4.29	9.69
„ remaining	22.30	39.71	28.65
	100.	100.	100.

TABLE V.—Showing the Causes of Death during the year 1872.

Cause of Death.	Male.	Female.	Total.
CEREBRAL OR SPINAL DISEASE.			
Apoplexy and paralysis	2	.....	2
Epilepsy and convulsions	1	.....	1
General paresis	5	.....	5
Maniacal and melancholic exhaustion or decay	1	2	3
Inflammation and other diseases of the brain, softening, tumours, &c.	7	.....	7
Cancer of brain .....	.....	1	1
THORACIC DISEASE.			
Inflammation of the lungs, pleurae, and bronchi	2	1	3
Pulmonary consumption	2	.....	2
Disease of the heart and vessels	3	2	5
ABDOMINAL DISEASE.			
Inflammation and ulceration of stomach, intestines, and peritoneum .....	.....	.....	.....
Dysentery and diarrhoea	1	1	2
Inflammation of bladder and prostate .....	.....	.....	.....
Albumenuria .....	.....	.....	.....
Cancer	1	1	2
General debility and old age	3	1	4
Accident .....	.....	.....	.....
Suicide	1	.....	1
	29	9	38

TABLE VI.—Showing the length of residence in those discharged recovered, and in those who have died during the year 1872.

Length of residence.	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	19	1	1	8	1	9
From 1 to 3 months.....	17	11	30	2	3	5
" 3 to 6 "	12	13	30	7	.....	7
" 6 to 9 "	6	9	21	4	1	5
" 9 to 12 "	13	7	13	.....	1	1
" 1 to 2 years	2	5	18	2	.....	2
" 2 to 3 "	1	2	4	1	1	2
" 3 to 5 " .....	.....	1	2	.....	.....	.....
" 5 to 7 " .....	.....	.....	.....	2	2	4
" 7 to 10 " .....	.....	.....	.....	1	.....	1
" 10 to 12 " .....	.....	.....	.....	.....	.....	.....
" 12 to 15 " .....	.....	.....	.....	1	.....	1
" 30 to 40 " .....	.....	.....	.....	1	.....	1
	70	49	119	29	9	38

TABLE VII.—Showing the duration of the disorder on admission, in the admissions, discharges, and deaths, during the year 1872.

Class.	Duration of disease on admission, in four classes.											
	Admissions.			Recovered.			Removed, relieved, or otherwise.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
First Class— First attack, and within three months on admission	29	24	53	29	21	50	8	3	11	7	3	10
Second Class— First attack, above three and within twelve months on admission	26	13	39	6	8	14	6	5	11	4	2	6
Third Class— Not first attack, and within twelve months on admission	31	26	57	22	16	38	7	5	12	3	1	4
Fourth Class— First attack or not, but of more than twelve months on admission	31	20	51	2	1	3	28	16	44	8	.....	8
Fifth Class— Not ascertained	47	21	68	11	3	14	30	14	44	7	3	10
Total	164	104	268	70	49	119	79	43	122	29	9	38

TABLE VIII.—Showing the ages of the admissions, discharges, and deaths, during the year 1872.

Ages.	Admissions.			Discharges.						Deaths.		
				Recovered.			Removed, relieved, or otherwise.					
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
From 5 to 10 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 10 to 15 "	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
" 15 to 20 "	8	7	15	2	5	7	7	3	10	.....	.....	.....
" 20 to 30 "	40	22	62	20	11	31	16	7	23	3	2	5
" 30 to 40 "	48	30	78	24	12	36	17	14	31	6	1	7
" 40 to 50 "	33	24	57	10	16	26	19	8	27	11	3	14
" 50 to 60 "	17	13	30	10	2	12	14	7	21	2	2	4
" 60 to 70 "	8	5	13	3	3	6	2	3	5	3	1	4
" 70 to 80 "	7	2	9	1	.....	1	3	1	4	2	.....	2
Not ascertained	2	1	3	.....	.....	.....	1	.....	1	2	.....	2
Total	164	104	268	70	49	119	79	43	122	29	9	38

TABLE IX.—Condition as to marriage, in the admissions, discharges, and deaths, during the year 1872.

Condition in reference to Marriage.	Admissions.			Discharges.						Deaths.		
				Recovered.			Removed, relieved, or otherwise.					
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Single	97	35	132	42	15	57	47	21	68	12	3	15
Married	51	54	105	24	24	48	23	15	38	14	4	18
Widowed	10	14	24	3	10	13	4	5	9	1	1	2
Unascertained	6	1	7	1	...	1	5	2	7	2	1	3
Total	164	104	268	70	49	119	79	43	122	29	9	38

TABLE X.—Showing the probable causes, apparent or assigned, of the disorder, in the admissions, discharges, and deaths, for the year 1872.

Causes.	Admissions.			Discharges.						Deaths.		
				Recovered.			Removed, relieved, or otherwise.					
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
Moral—												
E.G. Mental anxiety*	11	2	13	7	2	9	3	1	4	4	...	4
Domestic troubles	6	10	16	2	9	11	1	1	2	1	...	1
Religious excitement	4	2	6	1	1	2	4	1	5	1	...	1
Disappointment in love .....	...	3	3	...	...	...	...	...	...	...	...	...
Isolation	5	2	7	2	1	3	3	...	3	...	...	...
Fright .....	...	2	2	...	...	...	...	...	...	...	1	1
Grief at loss of sight .....	...	...	...	...	1	1	...	...	...	...	...	...
Physical—												
E.G. Hereditary taint †	9	8	17	4	3	7	2	3	5	1	1	2
Congenital	6	6	12	...	...	...	5	5	10	...	...	...
Intemperance	17	6	23	7	4	11	10	2	12	2	1	3
Onanism	6	...	6	...	...	...	1	...	1	1	...	1
Sunstroke	15	1	16	5	...	5	4	2	6	1	...	1
Injury to head	12	1	13	3	...	3	2	...	2	4	...	4
Puerperal ‡ .....	...	16	16	...	10	10	...	2	2	...	...	...
Climacteric .....	...	2	2	...	2	2	...	3	3	...	...	...
Phthisis	2	...	2	1	...	1	...	...	...	...	...	...
Epilepsy	9	7	16	...	1	1	5	4	9	4	...	4
Cancer and other diseases of the brain	6	4	10	...	...	...	6	1	7	2	1	3
Fever, ill health, and destitution	11	10	21	12	6	18	6	1	7	3	3	6
Syphilis	2	1	3	...	1	1	...	...	...	...	...	...
Excess of opium .....	...	...	...	1	...	1	...	...	...	1	...	1
Old age	7	4	11	1	...	1	2	4	6	2	...	2
Unascertained	36	17	53	24	8	32	25	13	38	2	2	4
Totals	164	104	268	70	49	119	79	43	122	29	9	38

* Including over-work, mental excitement in mining, speculation, &c.

† Only given as a separate cause in cases where the immediate exciting cause was not known.

‡ Including over-lactation, &c.

The difficulties still experienced in obtaining trustworthy information concerning patients on their admission have prevented any increase in the number of the statistical tables having a social or domestic interest.

The three following—XI, XII, XIII—are a continuation of those in the Report for the year 1871 :—

TABLE XI.—Showing natiivities of patients remaining on 31st December, 1868, and admitted since that date.

Year.	British Colonies.						Great Britain.									France.			Germany.			China.			Other Countries.								
	New South Wales.			Other Colonies.			England.			Scotland.			Ireland.			M.			F.			Total.			M.			F.			Total.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.			
Remaining in Hospital, 31st Dec., 1868	45	22	67	12	1	13	159	66	225	35	12	47	126	192	258	3	1	4	13	2	15	18	...	18	17	...	17						
Admitted during 1869	23	17	40	5	4	9	58	25	83	12	4	16	33	24	57	...	1	1	4	...	4	3	...	3	5	...	5						
Do. 1870	16	18	34	6	1	7	54	14	68	10	7	17	30	26	56	1	...	1	7	...	7	4	...	4	3	...	3						
Do. 1871	34	26	60	1	4	5	59	36	95	9	1	10	49	38	87	2	...	2	7	...	7	4	...	4	7	...	7						
Do. 1872	27	23	50	2	...	2	70	33	103	13	6	19	40	41	81	1	...	1	5	...	5	2	...	2	4	1	5						
Totals	145	106	251	26	10	36	400	174	574	79	30	109	278	261	539	7	2	9	36	2	38	31	...	31	36	1	37						

TABLE XII.—Showing the previous occupation of those admitted during the year 1872.

Males.		Females.	
Accountants and agents	5	Domestic servants	20
Billiard-marker	1	Dressmakers and needlewomen	5
Bookseller	1	Nurses	2
Bootmakers	5	Widows (not employed)	4
Baker	1	Wives of boatman, fireman, and railway guard	3
Butcher	1	Wives and daughters of farmers, tradesmen,	
Cabinetmakers, carpenters, and wheelwrights ...	6	mechanics, &c.	28
Clerks	2	Wives and daughters of labourers, shepherds,	
Coachmen, grooms, and cabmen	5	miners, &c.	26
Coalminer	1	Wives of soldiers and sailors	3
Cooper	1	Wives of surveyor and clerk	2
Dealers and hawkers	4	No occupation	9
Drayman	1	Not ascertained	2
Farmers and graziers	9		
Fellmonger	1		
Gardeners	3		
Gold-diggers	11		
Ironmonger	1		
Labourers	41		
Mason, quarrymen, and bricklayers	4		
Painter	1		
Pianoforte-tuner	1		
Police constables	2		
Saddler	1		
Sawyers	3		
Schoolmaster and teacher	2		
Seamen and boatmen	13		
Shepherds and stockmen	12		
Soldiers	3		
Storekeepers	5		
Squatter	1		
Tollkeeper	1		
Veterinary surgeon	1		
Watchman	1		
Waiter	1		
Weaver	1		
No occupation	7		
Not ascertained	4		
Total	164	Total	104

TABLE XIII.—Showing the religious profession of those admitted during the year 1872.

Religious Profession.	Males.	Females.	Total.
Protestant	111	58	169
Roman Catholic	44	42	86
Pagan	3	...	3
Hebrew	1	...	1
Mahometan	1	...	1
Unascertained	4	4	8
Total	164	104	268

A.

RETURN showing the number of Patients received at the Lunatic Reception House during the year 1872, and their disposal.

Whence received.	Received.			Sent to Gladesville Hospital.		Sent to Parramatta Asylum.		Discharged, of sound mind, by order of His Excellency the Governor.		Discharged to the care of friends.		Remaining on the 31st December, 1872.	
	Males.	Females.	Total.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
Sydney	67	38	105	56	34	...	.....	7	1	2	1	2	2
Goulburn	15	3	18	15	3	...	.....	...	...	...	...	...	...
Maitland	8	7	15	8	6	...	.....	...	...	...	...	...	1
Newcastle	9	6	15	8	5	...	1	1	...	...	...	...	...
Mudgee	12	2	14	11	2	...	.....	1	...	...	...	...	...
Parramatta	8	5	13	6	5	...	.....	2	...	...	...	...	...
Armidale	2	...	2	2	...	...	.....	...	...	...	...	...	...
Kiama .....	...	1	1	...	1	...	.....	...	...	...	...	...	...
Braidwood	3	1	4	3	1	...	.....	...	...	...	...	...	...
Grafton .....	...	...	...	...	...	...	.....	...	...	...	...	...	...
Muswellbrook .....	...	...	...	...	...	...	.....	...	...	...	...	...	...
Shoalhaven .....	...	...	...	...	...	...	.....	...	...	...	...	...	...
Deniliquin	5	...	5	5	...	...	.....	...	...	...	...	...	...
Wollongong	1	...	1	1	...	...	.....	...	...	...	...	...	...
Tamworth	1	...	1	1	...	...	.....	...	...	...	...	...	...
Total	131	63	194	116	57	...	1	11	1	2	1	2	3

RETURN of Produce from the Garden of the Hospital for the Insane, Gladesville, during the year 1872.

Description of Produce.	Total quantity.	Description of Produce.	Total quantity.
Asparagus	157 lbs.	Pease	382 lbs.
Beans, broad	278 "	Potatoes	1,595 "
Beans, French	497 "	Parsnips	642 "
Cabbage	17,655 "	Turnips	1,985 "
Carrots	2,797 "	Beet, artichokes, and radishes	1,024 "
Cauliflower	1,244 "	Watercress	1,165 "
Cucumbers	173 "	Oranges and lemons	452 dozen
Herbs	1,012 "	Peaches, &c., stone-fruit	1,184 lbs.
Lettuces	3,832 "	Melons	377 "
Leeks	1,159 "	Eggs	802 dozen
Onions	1,666 "	Fowls	12 "
Pumpkins	2,471 "		

[9d.]

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R. H. P.

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